The China Mail.

ESTABLISHED 1845

No. 16,139. 第七十月正年五十壹百九千壹英 HONGKONG, WEDNESDAY, JANUARY 27, 1915. 寅甲大歲年四國民華中 PRICE, $8.00 Per Month

COST OF TOGOLAND EXPEDITION.

Gold Coast's Generous Offer.

The operations which resulted in the capture of the German colony of Togoland and in the destruction of the great wireless telegraph installation at Kamina have cost approximately £60,000. The Legislative Council of the Gold Coast have resolved to meet all the expenditure incurred in this connection, so as to give "tangible expression to the widely-manifested wishes of the inhabitants to afford their loyal support to his Majesty's Government, and to manifest their sympathy with it in the righteous war in which the Empire is engaged." About £3,000 per month will at present be required in order to defray the expenses of administration and the necessary sums will also be voted by the Government of the Gold Coast.

Furthermore, the Governor telegraphed on December 2 that the revision of the Revenue Estimates having disclosed a much more favourable position than was at first anticipated, he had inserted, at the earnestly expressed wishes of Unofficial members of Council, a sum of £80,000 as a contribution by the Gold Coast during 1915 to the expenses of the war which his Majesty's Government will incur," this being in addition to the provision of the expenses of the Togoland expedition. The Colonial Secretary has replied that the offer "will be accepted gladly, if it should appear that the financial position of the Gold Coast allows of so large a contribution."

The sentiments of Dagonet in the London Referee:—War! How the word haunts one! Nor day nor night can you escape it. Last week I received an invitation to spend a day in the country. It came from Wargrave. I couldn't go because I had an appointment with my doctor who was going to burn something off my hand. It was a Wart. I went to telegraph my regret and passed through Clarence Gate. "Fine day," I said to the park-keeper. "Yes, sir," he replied; "much Warmer." I went into the park. "Hark," I said to my companion "the birds are still singing." "Yes," was the answer; "it is a relief to hear them Warble." My companion's name was Ward. I went to his house with him. He asked me to have a whisky, and went to the sideboard. I declined, but I caught sight of the label on the bottle in his hand. It was "Dewar." We talked about the Cesarewitch. "If it hadn't been scratched," he said, "I should have backed Wallingham." When I got home there was a letter waiting for me. It was from the McLosder of the Aldwych, and was written from Warrington. I went out to post the answer, and passed a boarding. On it were two bills. One was headed "Warning" and the other "Reward." To relieve my feelings I opened my favourite volume, "Mysteries of Police and Crime." I opened the book haphazard, and uttered a cry of joy. The story before me was that of a notorious burglar. "Peace at Last!" I cried. The discovery had soothed my soul.

BUSINESS NOTICES.

G. R.

SANITARY BOARD OFFICE,
HONGKONG.

TO THE

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the CENTRAL Division of the City of Victoria, and the Western Division of Kowloon occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the Owners during the months of December and January.

N.B.—The word 'throughout' used in this Notice means that the houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North end through the Yaumati service reservoir to the Northern Boundary of Kowloon.

Dated this 25th January, 1915.

—W. BOWEN-ROWLANDS,
Secretary.

71

NOTICE.

L'UNION FIRE INSURANCE COMPANY LTD. OF PARIS.

WE HAVE taken over the AGENCY of the above Company formerly held by Messrs. SIEMSSEN & Co. and are prepared to ACCEPT RISKS from this date.

CREDIT FONCIER
D'EXTREME-ORIENT,
Prince's Buildings.

Hongkong, January 21, 1915. 52

NOTICE.

THE EAST INDIA SEA & FIRE INSURANCE CO.

WE HAVE taken over the AGENCY of the above Company in Hongkong and are now prepared to grant policies of Insurance at the most favourable rates.

THE CHINA COMMERCIAL CO.,
3, Duddell Street.

Hongkong, January 18, 1915. 40

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m...Every 15 minutes.
8.00 a.m. to 10.00 a.m...Every 10 minutes.
10.00 a.m. to 11.00 a.m...Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 10 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 5.00 p.m...Every 10 minutes.
5.00 p.m. to 8.10 p.m...Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
11.30 a.m. to 12 Noon...Every 15 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes
7.00 p.m. to 8.10 p.m...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS Des Vœux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

BUSINESS NOTICES.

BUSINESS NOTICES.

INTIMATIONS

INTIMATIONS

LECTURE.

AN INTERESTING LANTERN LECTURE will be given in ST. ANDREW'S CHURCH HALL on THURSDAY Evening, commencing at Nine o'clock, by the Rev. N. C. POPE, M.A., the subject being "A Visit to Cornwall."

Hongkong, Jan. 26, 1915. 74

NOTICE.

WE HAVE now ESTABLISHED Our Own BRANCH in HONGKONG at the Undermentioned Address for the Sale of the British Manufactures of:—

Messrs. J. & P. COATS LTD.,
" JONAS BROOK & BROS LTD.,
" CLARK & CO. LTD.,
" JOHN CLARK, JUNIOR & CO. LTD.,
The English Sewing Cotton Co. Ltd., and others.

THE CENTRAL AGENCY, LTD.,
2 Connaught Road, Hongkong.

Hongkong, Jan. 26, 1915. 73

THE NATIONAL LOAN of the THIRD YEAR OF THE REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS ($16,000,000)

SUB-SCRIBERS to the above LOAN are hereby notified that, in accordance with Article V. of the Loan Regulations, the full amount of Dollars Nine Hundred and Sixty Thousand ($960,000), being the amount of interest on the loan for one year, has been duly paid by the Ministry of Finance and the Ministry of Communications, and has been deposited by the Undersigned in the following Foreign Banks,—namely, The HONGKONG AND SHANGHAI BANKING CORPORATION and the RUSSO-ASIATIC BANK, as a permanent guarantee for the interest on the loan.

F. A. AGLEN,
Inspector General of Customs, and Vice Chairman of the Bureau of National Loans

Inspectorate General of Customs, Peking, 18th January, 1915. 75

DETAILS OF THE NAVAL ATTACK ON SCARBOROUGH.

(Continued from yesterday's issue).

FIFTY SHELLS IN WHITBY TOWN.

Schoolhouse Hit.

WHITBY, Dec. 16.

This historic old seaport and summer health resort—the scene of the recent wreck of the Rohilla—had a thrilling experience this morning. About nine o'clock two large German cruisers hove in sight, but their identity was not discernible, owing to a slight haze over the sea.

The vessels steamed close into Whitby, and when about a mile off the old fort discharged a shot at the town, which is undefended by artillery. The first shot lodged in the side of the East Cliff, no damage being done.

Some of the inhabitants, alarmed, retired inland to places of security, whilst others gathered on West Cliff, and watched the bombardment, which lasted about a quarter of an hour. It is estimated that during this time fifty shells were fired.

Owing to the bad marksmanship of the enemy many shots did no harm. The historic abbey, near the town, was injured. A good deal of damage was done to private houses in the Fishburn Park district, half a mile inland from the sea front, and a North-Eastern Railway employe named Tunmore was killed by a piece of shell, which entered his chest while he was at work.

In the neighbourhood of Boghall many windows were shattered by concussion, and a new house in Falcon-terrace, occupied by Mr. and Mrs. J. Gaskin, was seriously damaged. The occupants, however, escaped injury.

Shells fell at Ruswarp, a mile inland, and even beyond. Mr. Curry's school at Meadowfield was damaged. The boys, who had just commenced their morning lessons, scattered in all directions.

After the bombardment the cruisers steamed quickly out to sea, and were soon lost to view. No landing was attempted by the enemy, who achieved no useful purpose by their visit of destruction. Many business premises were closed.

COASTGUARD KILLED.

Another Whitby correspondent says: The shells which were rapidly hurled into the town demolished several houses. A coastguard who was near the signal station had his head blown off, and a drayman, named Tunmore, employed by the North-Eastern Railway, was killed by a piece of shell. Two local Boy Scouts assisting in patrol duty were slightly wounded.

Houses in the Fishburn Park district, which is behind the signal station, and was in the line of fire, suffered badly. Some are wrecked, and windows in others were shattered. About thirty-six shells were fired.

Whitby Abbey, which is close to the coastguard station, was struck, as was also the abbey lodge. A shell dug a deep hole in Horse-road, close to the police-station, and numerous holes were made in adjoining fields.

The West Cliff, on the opposite side of the river, and not in the line of fire, escaped with a few broken windows. A shell dug a hole in the road close to the promenade near the Spa, and a few feet from the large boarding houses in the Royal-crescent. Another burst itself in the sands, also on the west side of the town.

The people soon resumed their normal routine. One house in Fishburn Park had the corner of the roof shattered, and another was struck in the front sitting-room, the shell demolishing the lower part of the house, and leaving a bed on the second floor resting upon splinters.

ENEMY BEATEN OFF AT HARTLEPOOL.

Forts Reply to Fire.

A bombardment of Hartlepool by German warships, variously estimated at two to six in number, commenced at 8.15 a.m. yesterday. The vessels were never clearly visible from the shore. They continued firing on the town for twenty-five minutes, the land forts replying. Parts of shells were found in Hartlepool, and nine persons are said to have been killed and a number injured. The damage to the town is considerable.

One shell hit a gasometer, which caught fire, and the gas supply was temporarily cut off.

There was great commotion when it was generally realised that the bombardment was taking place, and thousands of people flocked from their houses.

About twenty minutes to nine the bombardment ceased quite as suddenly as it commenced. By nine o'clock most people had returned to their houses, and beyond the natural excitement the town was soon quiet and normal.

A proclamation was issued by the military authorities advising the people to keep to their houses.

There is an unconfirmed report of eight persons having been killed in one house.

The attack was witnessed from several places on the Durham coast. At Easington the firing was heard, and at Horden the reports were felt so violently that windows rattled and numbers of people in the village saw the ships, the flashes being plainly visible.

At Blackhall Rocks, five miles from West Hartlepool, spectators state that they saw the enemy's ships firing broadsides, wheeling round, and firing the opposite broadsides into West Hartlepool. From about eight o'clock until 8.45 flames could also be seen on the land, as though something were on fire, but these flames afterwards died down. After the guns on shore replied the Germans cleared off, and were lost in the mist.

One of the victims of the bombardment at East Hartlepool was Adjutant William Avery, of the Salvation Army, whose quarters are situate within a stone's-throw of the sea-front. He was killed, and leaves a wife and five children.

A Middlesbrough correspondent telegraphs: The booming of cannon caused great excitement at Middlesbrough, but although Hartlepool, Seaton Carew, the Tees mouth, and Whitby were attacked, none of the enemy's shells came within miles of this town. The nearest spot affected was Seaton Carew. Three shells fell near the railway station, making deep holes.

LIST OF THE DEAD.

Women and Children.

From information telegraphed by our correspondents in the towns affected by the bombardment, we have been able to compile a list of the unfortunate people who lost their lives. These lists are of names issued officially, but it is, of course, impossible to say whether they are actually complete.

HARTLEPOOL.

Etta Harris (30), Ivyholm, schoolmistress.
William Avery, adjutant, Salvation Army, Victoria-place.
Daniel Sullivan, Harrison-street, West Hartlepool.
John Evans (62), 33, Charlotte-street, West Hartlepool.
— Dixon (female child), 24, William-street.
Selina Herbert, child, 5, William-street.
Jane Ann Cornforth (17), Polly Cornforth (29), Charles Cornforth (father), 3, Lilly-street; blown to pieces.
George Dring (47), 38, Elliott-street, West Hartlepool; died from wounds in hospital.
Samuel Woode, 19, Lumley-street.
Robert Dixon, William-street.
Peter Whitecross, 30, William-street.
Robert E. Dixon, William-street.
Elizabeth Agnes Harper (40), 4, Moor-terrace.
Frieda Wainwright (19), 10, Henry-street.
John W. Crake (13), 19, Wood-street.
Amy Watt, 19, Marine-parade.
Frank Unthank, Wood-street.
— Backham, Church-street.
Ivy Williams (6½), 8, Beaconsfield-street.
Annie Mabel Kay, 34, Rockside-Cliff-terrace.
Body of another Miss Kay not found yet.
Charles W. Hudson (21), 43, Mary-street.
J. Cook, 28, Rokeby-street.
— Ashcroft, auxiliary postman, 41, Malton-street.
J. E. Leighton, 16, Clifton-street.
John Clark, 5, Kinburn-street.
H. E. Crosby, 48, Turnbull-street, West Hartlepool.
Samuel Binns, 21, Ramsey-street, West Hartlepool.
John Healey, Hart-street.
Mary Elizabeth Watson (40), 146, Hart-road.
Richard Theaker, 69, Turnbull-street, West Hartlepool.
James William Pearson (23), Second Officer, s.s. Phœbe, of Mayville House, Robin Hood's Bay. Killed aboard ship in Victoria Dock.
Bertie Young (13), 7, Princess-street.
William Herbert Churcher (26), 20, Clarendon-road, West Hartlepool, Customs officer.
— Cox, 2, Durham-street.
Catherine Marshall (86), 41, Mary-street.
— Measor (boy), Wells-yard, High-street.

WEST HARTLEPOOL.

Margaret Ann Hunter (43), 11, Bridge-street. Killed on the sands and removed to her home.
John Stamell (44), 44, Alliance-street, Hartlepool. Killed on the railway close to Old Town.
Rose Owens (43), 15, Pilot-street. Killed at corner of Dock-street, Old Town.
Julia Moss (68), 11, Dover-street, widow. Killed in the passage of her home.
Joseph Oliver (45), 6, Carolino-place. Died from shock at his home.
Miss Mary Stocker (cook), Ambleside. Killed by shell at Ambleside.
Dorothy Caws, 57, Grosvener-street. Killed by shell.
Thomas Phillips (16), 2, Leeds-street. Killed by shell.
Sarah Joblin (12), and Hannah Joblin (10), Corner House, Dock-street.
Margaret Hannagan (8), 18, Dock-street.
Bridget Corner (elderly woman), Dock-street.
Robert Burgen (32), 7, Mill-street.
Alfred Camile Bernard Claude, 13, Gordon-street.
Catherine Franklin, 3, Leeds-street.
Hannah Arnold (23), 48, Gas-street.
Mary Ann Harrison (60), 20, Turnbull-street.
Nell Nicy, Pilot-street.
Eleanor Nicy (6 months), 2, Pilot-street.
Edith Jackson (39), 49, Perth-street.
Joseph Anderson, 45, Turnbull-street.
Sarah Ann Harrison Wilkinson (15), 24, Dene-street.
Wilfred Cook (8), 40, Turnbull-street.
William Peart (5), 30, Turnbull-street.
Miss Edith Peart (15), 30, Turnbull-street.
Charles Peart (24), 30, Turnbull-street.
John McGuire (14), 58, Cameron-road.
Albert Walker (9), 14, Turnbull-street.
Stanley Walker (6), 14, Turnbull-street.
Thomas Heslop (7), 49, Perth-street.
Margaret Brennan (53), 53, Belk-street.
Thomas Heyham (2), 9, Bell-street.
Henry Stephen Bell (12), 31, Bell-street.
Bery Lofthouse (7 months), 25, Bell-street.
Kathleen Frankland (4), 3, Leeds-street.
Joseph Jacobs (13), 33, Bell-street.
Edward Cooper (16), 2, Exeter-street.
Samuel Hall Hunter (16), no address.
Young man, unidentified, aged 19.
Fred Swinburne (2), 23, Gas-street.
George Coulson (16), 11, Baptist-street.
Fred Jobling (8), 22, South-street.
Ethel Flush (18), 25, Watt-street.
Emma Hardisty (62), 37, Belk-street.
Maud Thomas (21), 36, Furness-street.
Mrs. Hunter (37), 13, Hurworth-street.
J. Janson (42), 8, Dock-street, Old Town.
Mrs. E. Doyle, South-street.
Lavinia Garbutt (19), 20, Moor-street.
Mrs. M. Sharp (40), 22, South-street.
Mrs. Atkinson (90), 5, Christopher-street.
Mrs. A. Harrison, 7, John-street.
Two babies unknown.
Alex. Aird, 15, Thompson-street, West Hartlepool, reports having picked up a boy, about 12 years, dressed in brown, with head off.

SCARBOROUGH.

John Hall, J.P., 29, Westbourne Park.
Mrs. G. Merryweather, Prospect-road.
Alfred Beale, postman, 50, Raleigh-street.
Margaret Briggs, domestic servant at Dunollie, Filey-road.
John Ward (9), 2, Wykeham-street.
George Barnes (5), 2, Wykeham-street.
Mrs. Johanna Bennett, 2, Wykeham-street.
Mr. Bennett, 2, Wykeham-street.
Harry Frith, Bedford-street.
Mrs. Mary Pugh, widow, Belle Vue-street.
Mrs. Duffield, 38, Esplanade.
Ada Crowe, domestic servant at 124, Falsgrave-road.
Miss McIntyre, nurse, 22, Westbourne Park.
John Ryley (a baby), 22, Westbourne Park.
Leonard Ellis, of Messrs. Clare and Hunt, chemists, Ramshill road.
G. H. Taylor (a boy about 14), North-street.
Miss Edith Cross.

WHITBY.

Frederick Randall (30), coastguard boatman.
William Edward Tunmore (61), N.E. Railway servant.

INTIMATIONS

WANTED.

WIRELESS OPERATOR for a Sea Voyage.

Apply SHIPPING. Care of CHINA MAIL Office.

Hongkong, Jan. 23, 1915. 60

NOTICE.

THE PUBLIC is hereby notified that we have taken over the stock-in-trade, business premises, lately occupied by KATUE & Co., and will in future carry on the Business of Merchants, Commission Agents and Tobacconists under the Name of

THE HONGKONG CIGAR STORE.

Hongkong, Jan. 23, 1915. 61

THE WEST POINT BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Offices of Messrs. Jardine Matheson & Company, Limited, on TUESDAY the 2nd February, 1915 at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January to TUESDAY, 2nd February 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
General Agents for
The West Point Building Co., Ltd.

Hongkong, Jan. 13, 1915. 25

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

NOTICE IS HEREBY GIVEN THAT the TWENTY SEVENTH ORDINARY MEETING of SHAREHOLDERS in this COMPANY will be held at the Offices of Messrs. Jardine Matheson & Company Limited on TUESDAY the 2nd February, 1915 at NOON for the purpose of receiving the report of the Directors together with the statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January to TUESDAY, 2nd February, 1915 (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, Jan. 13, 1915. 24

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY MEETING of SHAREHOLDERS in this COMPANY will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY LTD. on TUESDAY the 2nd February, 1915 at 11.45 A.M. for the purpose of receiving the report of the Directors together with the statement of Accounts for the year ending 31st December 1914.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 22nd January to TUESDAY 2nd February, 1915 (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

THE HONGKONG CENTRAL ESTATE LTD.

A. SHELTON HOOPER,
Secretary to
The General Managers.

Hongkong, January 13, 1915. 26

THE HONGKONG LAND RECLAMATION COMPANY LTD.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY LTD. on TUESDAY, 2nd February 1915 at 12.15 P.M. for the purpose of receiving the report of the Directors together with a statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 26th January to TUESDAY, 2nd February, 1915 (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, January 15, 1915. 37

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th February, 1915, 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th January to the 9th February, 1915, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,
Secretary.

Hongkong, January 19, 1915. 48

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

THURSDAY,

the 28th January, 1915, at 11 a.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,—

A MISCELLANEOUS STOCK,

Comprising:—

A quantity of Silk Gauze, Alpacas, Velvets, Dress Materials, Singlets, Hosiery, Umbrellas, etc., etc.

And

A large number of Tweed and Serge Suit Lengths, Boots and Shoes, Toilet Soap, Perfume, etc., etc.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Jan. 25, 1915. 66

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

FRIDAY,

the 29th January, 1915, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,—

A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., As Follows:—

TEAKWOOD.—Drawing Room Suites, Bedroom Suites, Dining Room Furniture, Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass and E.-P. Sundry Ware, Cooking Stoves, Cutlery, etc., etc.,

Also

A quantity of Blackwood Furniture, One Piano, Marble Clock, several Iron Safes, &c., &c.

(Full Particulars from Catalogue.)

Terms:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Jan. 25, 1915. 69

PUBLIC AUCTION.

THE Undersigned have received instructions from CAPTAIN STEWART, to sell by Public Auction, on

SATURDAY,

the 30th January, 1915, at 11 a.m., at "Rogate" Austin Road, Kowloon.

THE SUNDRY VALUABLE HOUSEHOLD FURNITURE,

therein contained, Including Bedroom Suite, Gent.'s Wardrobes, &c. (New).

(Full Particulars from Catalogue.)

On view days of sale.

Terms:—A usual.

HUGHES & HOUGH, *Auctioneers*

Hongkong, Jan. 25, 1915. 65

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 30th January, 1915, at 2.30 p.m., at No 1, Fair View, Nathan Road, Kowloon,

SUNDRY HOUSEHOLD FURNITURE,

therein contained, including a number of Pots of Plants and two large Pigeon Houses.

(Full Particulars from Catalogue.)

On view from Friday afternoon.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Jan. 25, 1915. 64

AUCTIONS.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

FRIDAY,

the 29th January, 1915, at 3 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of ICE HOUSE STREET,

TWO COMBINATION SAFES, by THE HERRING-HALL-MARVIN SAFE CO.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Jan. 25, 1915. 67

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

TUESDAY,

the 2nd February, 1915, commencing at 2.30 p.m. at their SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street,—

A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., As follows:—

Two Drawing Room Suites, Bedroom Furniture, Dining Room Furniture, Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass and E.-P. Ware, Cooking Stoves, Cutlery, etc., etc.,

Also

Blackwood Cabinets, 1 fine 4-fold Blackwood Screen (Porcelain Panels), and Blackwood Fire Screen, Stands, Teapoys, Settees, etc., Two Pianos, Marble Clocks, Two Combination Safes, Remington Typewriters, Brass Fenders and Fire Brasses (new), One Gent.'s Bicycle,

&c., &c., &c.

(Full Particulars from Catalogue.)

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Jan. 26, 1915. 77

THE WRECK OF THE NILE.

The "Japan Chronicle" of the 13th January reports:—With the arrival in Kobe yesterday of the passengers and crew of the P. and O. steamer Nile, full particulars were obtainable regarding the wreck of that steamer in the Inland Sea. As mentioned in our yesterday's issue, the "Nile," a steamer of 6,702 tons, and one of the new "N" class of the P. and O. Company, struck a rock off Iwaijima, in the Inland sea, early on Monday morning and foundered. Those on board left the steamer in boats and were picked up by the Japanese collier Fukuyu maru, which brought them on to Kobe.

Captain H. Powell, the master of the Nile, courteously gave a Chronicle representative yesterday some particulars of the accident. The Nile left Moji, where she had taken on coal, at 10 o'clock on Sunday night. It was then raining hard and the sea was wild. Captain D. A. G. King was the pilot on board. All went well until 2.32 on Monday morning, when the vessel struck the southern extremity of Iwaijima, a small island on the north side of the Inland Sea, and the first of the numerous islands which are passed on the way up from Shimonoseki after the wide open stretch of water known as the Suwo Nada has been crossed. Through the gloom and rain the island could be seen rising up on the port side to a height of 130 feet. The engines were at once stopped but the steamer was evidently so firmly fixed on the rocks that it was impossible to move her off without great risk. The forward hold was at once sounded, and found to be filling somewhat rapidly with water. Captain Powell thereupon decided that it was necessary to order all the passengers to take to the boats.

The crew promptly took up their stations and all the boats were swung out. On account of the high sea which was running, no little skill was required to bring the boats round to the gangway which had been lowered, but happily no sort of accident occurred. The women and children were put into the first boat which was in charge of the Second Officer, Mr. Burge. The male passengers took their places in the second boat, under Third Officer, Mr. Bates. The third boat took off the Purser, stewards, and others of the European crew, and was in charge of Mr. Grimsditch, the Fourth Officer. The fourth boat contained the engineers and firemen, and was under the orders of Mr. Vincent, the Third Engineer. The fifth boat also took off members of the native crew. The Captain, the Chief Officer (Mr. F. S. Murray), the Chief Engineer (Mr. H. U. Sharp), and the Pilot, together with six members of the crew remained on board until the third boat returned for them from the Fukuyu-maru.

From the moment the steamer struck wireless calls were sent out calling for assistance, the well-known S.O.S. being used, but there was no response until 4 o'clock, when the Kure Station answered that destroyers were being sent to her aid. Rockets were also sent up continually, while coloured lights were fired from the ship's deck. Happily these brilliant signals were seen by the collier Fukuyu maru, owned by Mr. Kodera of Kobe, and she at once stood by to render assistance. The Kukuyu-maru kept about a mile away from the wreck, but dispatched a boat to offer aid. The Nile, however, had sufficient boats to take off everybody, and these at once made for the Kukuyu-maru, except one, which remained in the vicinity of the wreck in case it should be required before the third boat returned from the collier to take off the Captain and others still on board.

The third boat returned from the Fukuyu-maru in time to rescue the ten persons still on board the Nile the Captain being the last to leave. By this time the liner was settling down by the head, and the water was already up to the bridge. Those in the boat had to pull very hard in order to get away from the vortex caused by the final disappearance of the steamer beneath the waves. At twenty minutes past four the Nile began to slip off the ledge of rock on which she had rested and to sink deeper and deeper by the head. In a few minutes she was towering almost perpendicularly out of the water, the stern being far above those in the boats—almost as high, it seemed, as the lofty pinnacle of rock on which they had been wrecked. One electric masthead light was still burning, but this grew dimmer as the vessel sank down deeper. Suddenly, with a terrific roar, the Nile took her final plunge into the water and by half past four there was not a trace of her to be seen.

The boat containing the officers now pulled for the Fukuyu maru, and they were soon on board her. Meanwhile the boat which had been ordered to stand by the Nile for emergencies had drifted so far away owing to the strong current which was running that she had quite disappeared in the fog. Fortunately, she was in good hands, and about half an hour afterwards every one of the 163 persons rescued was safe on board the collier.

Everything possible was done for the distressed passengers and crew on the Fukuyu-maru. Naturally the accommodation was scanty, but the best parts of the ship were given up to the women and children, while the others were made as comfortable as possible. Captain Powell, in describing his experiences to our representative, was warm in his praise of the Fukuyu-maru's Captain and her crew, who could not have been more kind or generous in their treatment of the shipwrecked company. The Fukuyu-maru, which was bound for Osaka, put in at Kobe specially to land the Nile party, reaching here a little before noon yesterday.

Dr. Ascherson, of Kobe, who returned from a short holiday in England as a passenger on the Nile, seen by a Chronicle representative, had nothing to add to the Captain's narrative, except to say that he wished to pay a tribute to the excellent manner in which the work of disembarkation was conducted. There was absolutely no panic on the Nile when she struck the rock, the passengers being reassured by the calm demeanour of the officers and crew. We understand that Dr. Ascherson and his fellow-passengers have signed a testimonial expressing their appreciation of the great efficiency, courage, and courtesy shown by all on board in the hour of danger. Captain Powell was also very gratified with the conduct of the officers and men under him.

OTHER DETAILS.

Well-known Kobe residents—Bishop Foss and his family, and Dr. Ascherson,—were welcomed on the Hatoba about noon yesterday, the welcome being all the warmer because of the danger they had just passed through almost within sight of their destination. The new P. and O. steamer Nile left Moji about 10 o'clock on Sunday night in heavy rain and thick darkness, Captain King being pilot. On such a night, of course, everybody turned in early, in hopes of waking up to enjoy part at least of the Inland Sea passage in better weather.

Captain Powell, in command, had not long gone to his room, and was writing a letter, the Second Officer relieving him on the bridge, when, at about 2.45 a.m., the passengers were awakened by a sudden shock and crash, with the sensation of complete stoppage. Such a shock could have but one meaning even for the most inexperienced, but hardly had the suddenly awakened passengers realised that something had happened, when they heard the still more lonesome grinding and ripping of the ship sliding off the rock she had struck. Almost immediately the stewards and stewardesses came along to inform the passengers that the ship had struck a rock. They began to dress without waiting for orders, and while they were doing so word was brought them to be as quick as they conveniently could be and to come on deck. In these circumstances they dressed none too completely, most of them simply getting into the warmest things at hand. A few caught up a handbag or a rug as they left their cabins. The ladies just put shawls over their heads, none of them staying to put on a hat.

It was still raining hard when they reached the deck where the crew were all at their stations, but fortunately it slackened soon, and the passengers did not get very badly drenched. For some time—it seemed to those waiting much longer than it really was—nothing could be done, though the wireless operator was busy sending out his signals of distress. First to pick them up was the naval station, and word was sent back that help would be sent from Kure. But Kure was sixty miles from the rocky islet of Uwaijima (close to Iwaijima), where the ship struck, and there was no time to be lost. The ship was visibly settling, and though the water had not invaded the saloons or other living quarters, it was not considered safe for anybody to descend to rescue baggage. A bursting bulkhead might at any moment have drowned anybody who ventured. The boats were therefore lowered, and the passengers put off. A message meanwhile had been received from the Fukuyu-maru, a collier, bound from Moji to Osaka, to say that she was coming up, and the first boat that left the Nile was met by a boat from the Japanese steamer. Learning that the P. and O. ship had sufficient of her own boats, the Fukuyu's boat put back and helped the passengers on board their own ship. From the time the ship struck there had been not only no panic, but not the least trace of confusion and not even any appearance of anxiety. The lascars behaved splendidly, standing patiently at their stations awaiting orders, and not even attempting a dash below to save their scanty belongings. The whole business of transferring the ship's company to the other steamer was performed as methodically and calmly as though it were a part of the ordinary day's programme. One of the last incidents on board was the Indian fireman (who, like the rest, were losing all their things) coming up to condole with the Captain on the loss of his ship.

Arriving on board the Fukuyu-maru, the refugees were treated as well as they possibly could be. There was not much English spoken on board, but there were "old Japan hands" among the passengers who could talk the language as well as they could their own. The Captain and officers gave them all they had, installing them in their own cabins, and then simply effaced themselves.

The Captain of the Fukuyu said he would stand by and see the last of the unfortunate Nile. What with the heavy rain and clouds the Inland Sea lights had been quite obscured, and, in waters so full of cross currents, navigation was extremely difficult. In spite of the utmost care, the ship had got about a mile from her course, and had run on to the reef which culminates just to the south-south-west of Uwajima in two rocks projecting some forty feet from the water. Almost immediately after striking, the Nile had slipped off, and was settling in about twenty fathoms. The watchers had not long to wait. In a manner reminiscent of the oft-told story of the Titanic, she heaved up her stern, and, with a crushing and rending in her interior which blent into a sound like a prolonged groan, she slid into the silence of the deep water. The ship upended within two or three minutes of the Captain, Pilot, and First Officer leaving in the last boat, and in about twenty minutes was completely submerged.

There was nothing for it now but to come on to Kobe; but first the Captain of the Fukuyu-maru, headed for Mitsunohama in order to telegraph from there. He had learnt from the Nile's people that she had been in communication with Kure, and had simply gone on calling. It was obvious that however promptly the naval station sent out destroyers to assist, they could not arrive in time to see any trace of the lost ship, and, the news having meanwhile been sent out from Kure that the Nile had been calling up held but had stopped doing so and was giving no further sign of being still above water, might cause great anxiety. So the news was telegraphed from Mitsunohama, and the Captain proceeded to scour the town for foreign food for his guests. The resources of this little port were of the scantiest, however; but some fruit, biscuits, and meat were obtained. To add to the trouble, the Fukuyu maru was, by some accident, temporarily without a cook, so the Nile cook was allowed to have his own way in the galley, and so the shipwrecked were fed. About three hours were spent in these telegraphing and shopping operations, and then the voyage was resumed the Japanese steamer putting in at Kobe to land the passengers. As she was not supposed to call here, this was not the least of the many kindnesses which her captain had bestowed on those in distress.

It is somewhat trite to say that this incident affords another illustration of the value of wireless telegraphy. Of course, the boats could easily have made any of the small islands that cluster round in the vicinity of the wreck, but to have done so would have added greatly to the discomforts of their unhappy experience. It was extremely fortunate that the passenger list was a small one. It had been a full ship as far as Singapore, but there, and at Hongkong and Shanghai the greater number had left her, only seventeen coming on to Japan. The Nile had discharged a great deal of cargo as well as passengers at the China ports, but she had taken on a couple of thousand tons of coal at Moji. Neither a passenger nor any member of the crew suffered any bodily injury in the affair, which was very fortunate, but none left the ship with very much more in the way of belongings than an imperfect suit of clothes. Two of Bishop and Mrs. Foss's little girls landed with Japanese kimonos by way of overcoats, and one of them stockingless. One little alleviation makes the lot of several of the passengers more easily to be borne with philosophy. In consideration of the risks run during the present state of war, with one or two hostile cruisers still at large among the Seven Seas, baggage had been insured against all risks much more generally than is usual. We understand that among the various things lying at the bottom of the Inland Sea are a hundred pounds' worth of books that Dr. Ascherson was bringing out for the Kobe Club.

It was one of the ironies of fate that the ship should be wrecked at the very end of the voyage when, to all appearance, all danger, whether of war or tempest, was over. Passengers spoke of the great care taken on all occasions by Captain Powell.

The seventeen passengers on the Nile were as follows:—Bishop Foss, Mrs. Foss and 4 children, Miss Hall, Miss Tapson, Dr. Ascherson, and Mr. Tyrell, all for Kobe, Mr. and Mrs. Carey and child, Mr. and Mrs. Koch, and Mr. and Mrs. Connolly for Yokohama.

The Nile also carried a doctor, wireless operator, 4 Officers, 8 Engineers, 12 Stewards, 2 Stewardesses, 10 Crews (European), and 107 native crew.

We learn that most of the mail on board the Nile was landed at Moji, but one bag of mail from Hongkong to Japan is known to have been lost; whether the contents were ordinary letters or parcels, however, is not yet known.

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Hongkong, Jan. 19, 1915. 43

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THE CHINA MAIL, LIMITED

THE DIARY.

MEMO. FOR TO-MORROW.

Opening night of "The Grotesques".

General Memoranda.

Friday, January 29:—

2.30 p.m.—Auction of Furniture, etc., at Messrs. Hughes and Hough's.

Saturday, January 30:—

11.30 a.m.—Distribution of prizes at the Diocesan School.

3 p.m.—Garden Fête in the grounds of the H.K. University.

Tuesday, February 2:—

11.30 a.m.—West Point Co. Meeting.

11.45 a.m.—B.K. Central Estate Meeting.

Noon.—H.K. Land Invest. and Agency Co's. Meeting.

2.30 p.m.—Auction of Teakwood and Blackwood Furniture etc., at Messrs. Hughes and Hough's.

Sunday, February 7:—

Field Day for Volunteers and Reserves.

Tuesday, February 9:—

Noon.—H.K. C. & M. Steamboat Co's. Meeting.

Sunday, February 14:—

Chinese New Year Day.

Entries close for the Races.

2 p.m.—Reserves v. Scouts on H.K. Cricket Club ground.

The China Mail.

Hongkong, Wednesday, Jan. 27, 1915.

THE HARBOUR.

It is our harbour that makes Hongkong. Our climate is nothing to boast of. Our natural resources, mineral and vegetable, are summed up in a little building material. Our water supply can only be obtained by the building of costly reservoirs. When we want a building site it must be hewn out of a mountain slope or reclaimed from the sea. Few ports, however, have been so well served by nature in the matter of protection from wind and sea and in a reasonable depth of water as is the port of Hongkong. But it has its limitations. The protection afforded, though ample for large vessels, is not enough for small craft during typhoons, and has to be supplemented by artificial means; to this end the Causeway Bay breakwater having been built in the early eighties. It has served its purpose well, but the rapid growth of the port soon found its area of 62 acres inadequate to accommodate the crowds of sampans, junks, cargo boats, lighters and launches, which, during a typhoon, require more protection than the open harbour affords. It is to provide this protection that the Mon-kok-tsui breakwater, one of the most important and costly works ever undertaken by the Government, has been built. It is now fast approaching completion, and from a statement recently published there appears every reason to believe that it will be completed within the contract time—5 years from 27th October, 1910—and it is a pleasure to be able to congratulate the Public Works Department on the satisfactory carrying through of a work so essential to the welfare of the Colony. The new typhoon anchorage has a sheltered area of 140 acres. It is formed by a detached or "island" breakwater 3,300 feet or nearly two-thirds of a mile in length, extending from a point near the Asiatic Petroleum Co's. tanks at Tai-kok-tsui to a point opposite the Yau-ma-ti police station. At the northern end there is an entrance 300 feet wide and another of 390 feet at the southern end. The Breakwater is formed of a mound of rubble stone carried up to a height of 10 feet above the highest tide level; the width at top being 20 feet, the sides formed to slopes of 2 to 1 on the outside and 1½ to 1 on the inside, with a "berm" or step at low water level 12 feet wide on the outside and 5 feet wide on the inside. Above low water level the breakwater is faced with heavy concrete and granite blocks. The work has been carried out in one contract by the Him Tai firm, whose tender was considerably below that of any other. The cost, including dredging the fundation trench, will be a little over two and a quarter million dollars, and, though a dividend on this expenditure will never appear in the Colonial Estimates, it may confidently be predicted that it will prove one of the most profitable investments ever made by the Colony.

Its completion, however, will not satisfy all the requirements of a great seaport. There are two other points which have long been under consideration, but which, in the turmoil of Revolution in China and the great war in Europe appear to have been almost lost sight of. Some years ago the Chinese Authorities undertook to establish a Wireless Station on Pratas Reef, there being no doubt but that such a station, 170 miles E.S.E. of Hongkong,—the direction from which most typhoons approach us—would be of inestimable value in the matter of typhoon warnings. It is not sufficient to know that a typhoon has entered the China Sea and is moving towards Hongkong: that was known both on 28th July, 1908, and on 17th August, 1913, but on both occasions the local warning given was very inadequate, on the former date owing to the small area covered by the storm and on the latter by the unusual speed at which the centre approached. But just as the waters of Hongkong are suited by Nature for a great harbour so is the Pratas Reef placed by Nature exactly where it is most suitable as a wireless warning station for us. If much nearer, the warning given would be followed so closely by the typhoon as to lose much of its value, if much further away a slight change in the direction followed by the storm might result in in striking the China Coast at a different spot. A wireless station at Pratas is essential to adequate storm warnings for Hongkong and would be of great service to the whole of the South China coast, and no opportunity should be missed of urging the Chinese Government to carry out its promise and proceed with its construction.

A more serious question is that of the depth of the harbour. A few years ago it was thought to be silting up but, on examination, this was found not to be the case, but the draft of steamships is continually increasing. Those trading to the Far East were in past days limited to the depth of the Suez Canal, and twenty-five years ago this allowed a draft of 25 feet only. It is now increased to 30 feet and further improvements are being effected. The Panama Canal has a depth of 41 feet and the general trend of modern naval architecture is in the direction of increased draft of steamers.

It we are to keep our place as one of the first ports of the World, it will not do to wait till one of the large steamers found necessary for modern trade comes to grief in our harbour, but it will be necessary to forestall such an event and put in hand a dredging scheme which can be carried out continuously to meet the increasing requirements of shipping and to maintain the usefulness of the port not in the interest of Hongkong alone but in that of the trade of China at large.

NEWS OF THE DAY.

LOCAL AND GENERAL.

To-day the Kaiser celebrates his birthday. He was born in 1859.

On page 5 will be found a detailed account of the sinking of the P. and O. s.s. "Nile."

The transport Basilan,—formerly the Hansa line steamer Fannenfels is out of dock and will undergo her steam trials this week.

The second part of the interesting account of the German naval attack on Petrborough, Whitby, etc. will be found on page 2.

A Tai Ping trading junk, which was lying alongside the Tung Wo wharf, Connaught Road West, had a visitor yesterday who left with $303 belonging to the junk master.

The service rifle reported stolen by Mr. Taylor of the Royal Naval Yard who gave it to a coolie to carry home from the range, was found to have been delivered at a wrong address.

A Chinese charged with the larceny of three hose pipes valued at $27 from the Army launch "Tommy Atkins," was sentenced to two months' hard labour by Mr. Hazeland at the Magistracy this morning.

The death occurred with painful suddenness this morning of Mrs. MacDonald, wife of Mr. MacDonald, assistant-manager at the Tramway Station. Mrs. MacDonald was a daughter of Inspector Churcher of the Royal Naval Yard Police. The funeral takes place this afternoon.

LEGISLATIVE COUNCIL.

At to-morrow's meeting of the Hongkong Legislative Council the agenda is:—

First reading of a Bill intituled An Ordinance to provide for the incorporation of the Trustees of Inland Lot No. 31 and the buildings thereon known as Zetland Hall.

Second reading of the Bill intituled An Ordinance to amend the Stamp Ordinance, 1901.

Second reading of the Bill intituled An Ordinance to remove doubts as to the power of the Governor to appoint Deputy Official Receivers and as to the validity of the acts of persons appointed to be Deputy Official Receivers or to act as Deputy Official Receivers or attached to the office of the Official Receivers before the commencement of this Ordinance.

Second reading of the Bill intituled An Ordinance to amend the Military Stores (Exportation) Ordinances, 1862 and 1914.

Second reading of the Bill intituled An Ordinance to amend the Alien Enemies (Winding up) Ordinance, 1914.

Second reading of the Bill intituled An Ordinance to provide for the levy of Estate Duty payable in respect of the estates of deceased persons.

Committee on the Bill intituled An Ordinance to amend and consolidate the Law relating to "Chinese Passenger Ships" as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally.

PROVISION MERCHANT SUED.

Action in the Summary Court.

The action between Ng Ching Po, of 35, Lung Sung Street, Macao, and H. Buttonjee and Son, Queen's Road, Hongkong, commenced in the Summary Court some time ago, was continued before the Puisne Judge this morning. Plaintiff's claim was to recover the sum of $1,237.66, being the balance due to plaintiff under an agreement dated March 25, 1913, and for moneys paid by plaintiff for and at the request of the defendant.

Mr. Davidson (Messrs. Hastings and Hastings) represented plaintiff, and Mr. G. R. Haywood (Mr. Leo D'Almada's office) was for defendant.

Mr. Haywood, in outlining the defence, said that Chang Kit Wan, from whom Ng Ching Po bought his grocery and wine and spirit business, was never the agent of the defendant, and he therefore had no authority to pay over two sums of $325 and $25 mentioned in the writ. The $30 a month referred to as plaintiff's agreed salary according to the agreement was not salary but commission at 10 per cent. on $300 worth of goods which Ng Ching Po agreed to purchase from defendant monthly. Defendant said that more old debts had been collected than were accounted for by plaintiff, and he would call evidence to prove this. The money defendant had paid into court, Mr. Haywood added, he had deducted from the whole sum of $1,237.66 although he was entitled to deduct it from the $1,000 which was the maximum amount recoverable in this court.

Defendant said that in 1912 he financed a man in Macao named Chang Kit Wan, who had a business similar to his own. He advanced Chang various sums aggregating $1,000 and goods to the same value. This man, who was never his agent, kept the shop for eight or nine months and then announced his intention of closing the business as it did not pay. In view of the loans which defendant had made to him Chang called upon him and proposed that Ng Shing Po, who wished to take over the business, should advance defendant $2,000 to bear interest of 7 per cent., and should take goods from him to the extent of $300 a month. An agreement embodying these suggestions was drafted and signed in Mr. F. X. D'Almada's office.

Mr. Haywood wished to put in evidence explanatory of clause 7 of the agreement, which he submitted was ambiguous, but Mr. Davidson objected, and his Lordship disallowed the questions.

Defendant said that after seven or eight months, as his security was depreciating he pressed Chang Kit Wan for payment. It was eventually agreed between Chang Kit Wan, plaintiff and himself that Ng Ching Po, who had taken over all Chang Kit Wan's book debts, stock and fixtures, should pay their value to him (defendant). At this time Chang Kit Wan owed defendant about $900.

In re-examination defendant said that he was always prepared to supply the plaintiff with $300 worth of goods a month; it was to his interest to do so as the more goods he sold the more money he made.

Cross-examined, defendant denied that it was to his benefit not to supply the plaintiff at a discount when sales were brisk in Hongkong. He explained that plaintiff had a fantan shop and hoped to get rid of the goods there but he lost the monopoly. His sales in Hongkong were from $15,000 to $18,000 worth of goods a month and he could have supplied the plaintiff with any quantity that he was likely to sell in Macao.

Chang Kit Wan corroborated defendant's evidence as to the financing of his Macao business and identified a promissory note which he signed for the cash advanced by defendant. The business was his own and he was not Buttonjee's agent. He did not buy all his goods from Buttonjee's. He got $325 for his business and paid it to creditors to get rid of them.

The witness corroborated defendant's statements regarding the arrangement come to with plaintiff and defendant regarding the subsequent transfer of his book debts and the value of the stock and fixtures to defendant.

Judgment was reserved.

ST. JOHN'S CATHEDRAL.

THE ANNUAL MEETING.

The Assistant Chaplaincy.

The annual meeting of Seatholders and Subscribers of St. John's Cathedral was held in the Chamber of Commerce Room, City Hall, last evening. There were present Dr. Lander, Bishop of Victoria, presiding, Commodore Anstruther, R.N., Rev. Copley Moyle, Rev. D. B. Reynolds, Hon. Mr. Claud Severn, Hon. Mr. D. Landale; Hon. Mr H. E. Pollock, K.C., Dr. D. T. Hoskyn, R.N., Mr. N. J. Stabb, Mr. F. Browne, Government Analyst, Dr. F. Clark, Mr. F. B. L. Bowley, and Mr. G. Piercy.

The Hon. Secretary, Mr. W. L. Pattenden, read the minutes of the last annual meeting.

The Bishop mentioned that in accordance with the request of H. E. the Governor the agenda had been printed on the front page of the balance sheet. His Lordship regretted that their Hon. Treasurer, Mr. Linton, was unable to attend the meeting through ill health.

Dr. F. Clark, in moving the adoption of the accounts, copies of which had been distributed at the meeting, pointed out that the receipts from pew rents for the year were $777 less than in the preceding year; there was also $325 less in contributions and $160 less in collections. There had been certain special demands which were not annually recurrent and one of them was the return passage of the organist which absorbed $865. There was also a sum of $160 incurred through the low exchange and the payment of sterling salaries.

The Bishop mentioned that the sum of $215.99 put in the Choir Fund should really have been included in the organ fund.

The Hon. Mr. Pollock, K.C., observed that an entry in the general account, "grant to choir fund $86.79" did not correspond with the entry in the choir fund, "transfer from general fund $61.79."

Dr. Clark remarked that he had noticed the item himself that afternoon and was unable to explain it. There was a difference of $25 and he moved that the accounts be adopted subject to the entries being made correct by the auditor.

The accounts were then approved.

The following were appointed to form the Church Body—Dr. Clark, Hon. Mr. Landale, Hon. Mr. Claud Severn, and Messrs. A. R. Linton, W. L. Pattenden and N. J. Stabb.

ASSISTANT CHAPLAIN APPOINTED.

Regarding the scheme to provide an Assistant Chaplain the Rev. Copley Moyle reported that at an adjourned meeting of seatholders and subscribers it was decided to go forward with the proposal. On April 15 the Church Body wrote Home to the Rev. Mr. Johnston and asked him to select a suitable clergyman. The task was by no means an easy one. Most of the applicants were married and some of them were not very young and mostly unsuitable, but at last Mr Johnston was able to recommend very strongly the Rev. H. G. H. Griffiths formerly at Llandaff. That recommendation only came to them at the end of November. The Church Body met and considered Mr Griffiths' qualifications and testimonials and they agreed to appoint him at a salary of £200 year. He left England on January and was due to arrive in Hongkong about February 12th.

The Church body did not feel they could make any great effort to raise the fund until they had an assistant chaplain in view and the war had hampered things considerably. A sum of $158 had been subscribed in monthly contributions and he thought they could count on $70 a month. Then there was the interest on money deposited; that gave them $228 a month. They ought to see their way to raise about $300 a month which left them wanting about $70. He particularly emphasized that the balance should be made up of small subscriptions and he added, the amounts could be collected monthly by the shroff. He went on to eulogise the services of the Hon. Secretary, Mr. Pattenden, for the great trouble he had taken since the subscription list started. It was due to his care and energy that they had a sum like $1800, less a sum forwarded for the payment of the Assistant Chaplains passage expenses.

The Hon. Mr. Claud Severn said thanks were also due to Mrs. Bowley who interviewed Mr. Griffiths and informed them that the choice of assistant chaplain was a valuable one. There was a rule attached to the fund which stated that any credit balance at the end of the year should be deposited in a manner to be determined at the annual meeting of seatholders and subscribers. They had a balance of about $1100 but they could hardly consider the fund was under-way yet because they had not yet paid a stipend. He thought that any future balance would be divided among the other funds.

The Rev. Copley Moyle moved what he termed an omnibus resolution of thanks to all those who had in any way assisted in the work of the Cathedral. He spoke of the invaluable assistance of the Bishop, particularly since the outbreak of the war, and the help rendered by the Rev. W. B. Reynolds at the early communion services; to Mr. Pattenden whose work had very much increased during the year; to Mr. Linton, the Hon. Treasurer, whose illness they all very much regretted; to the auditor Mr. Sandford; to those who had read the lessons at the Cathedral; to the servers, and sidesmen; to the organists, Mr. Deuman Fuller, Mr. J.W. White who threw his whole heart and soul into the work and was very successful indeed in getting a large choir together at the outbreak of the war, and Mr. Grimble who deputised during Mr. White's illness; to the ladies who had brought flowers and rendered other useful assistance; and the hon. treasurers of the smaller cathedral funds. He also mentioned that the number of baptisms performed in the Cathedral during the year was 36 including eight adults; 22 people were confirmed, including five adults. Although the finances, he said in conclusion, were not so good as they would wish they had given away more than in previous year. Mr. Grimble's organ recital realised $500 for the Prince of Wales' Fund and the special services on the first Sunday in January brought in a total of $638 for the Belgian Relief Fund. Mrs. Anstruther had given a donation of $100 and a new green frontal cloth for the Holy Table had been purchased.

ALICE MEMORIAL HOSPITALS.

FINANCE COMMITTEE'S FUNCTION.

An Appeal For Greater Support.

The annual meeting of the Alice Memorial and affiliated hospitals was held this morning at the office of the Secretary for Chinese Affairs, Hon. Mr. S. B. Caine Ross, who presided. Others present included the Rev. T. E. Pearce, Hon. Mr. E Shellim, Dr. R. McLean Gibson (hon. treasurer), Messrs. J. W. C. Bonnar, A. G. Coppin (hon. treasurer) Chan Kai Ming, Ho Fook, Ho Kom Tong, Sin Tak Fan, Un Kan Wa, Letters regretting their inability to attend were received from Mr. Ho Tung and Hon. Mr. Wei Yuk.

The annual report made sympathetic reference to the death of Sir Kai Ho Kai, founder of the Alice Memorial hospital and the loss his wise counsels, sympathy and interest are to the committee.

After speaking of structural alterations and renovations carried out it went on to regret that owing to unforseen circumstances the scheme for the extension of the Nethersole Hospital has not so far been realised. Donations to the building fund had been received to the extent of $14,000. With so many other calls upon the public of the Colony it had been found difficult to raise the amount necessary, but the committee hoped that the extension might be undertaken in the spring. Four pupil midwives had completed their training and received certificates during the year. Several factors militated against the number of patients treated being as large as in the previous year. The severe epidemic of plague and the outbreak of the European war as well as a belief among certain of the Chinese that Hongkong was to subside into the sea, accounted for the exodus of many Chinese families from the Colony and deterred many patients from coming in from the country districts; despite those untoward events there had been 1330 inpatients, 26,100 outpatient visits and 600 operations performed during the year. While impatients are encouraged to pay for their food, no case which is likely to be benefited by treament is refused admission because of poverty and all outpatients obtain advice and medicine free. A large number of the indoor cases have submitted to operation for surgical, ophthalmic, or gynaecological disease while 4,000 surgical dressings have been done in the outpatient department.

The total donations had been $11,848 as compared with $13 383 in 1913. It would be a great relief to the management if a sum of $3,000 additional could be raised. As the Hospitals are carried on the basis of free treatment to all requiring such and nearly all the patients are Chinese, they looked to the leading and wealthy Chinese gentlemen to suggest some means whereby this comparatively small additional income could be annually raised. The Committee expressed their thanks to the subscribers and donors of special gifts and to Dr. G. P. Jordan, Dr. C. Forsyth and Dr Evan Jones for their valuable services as Consultants to the Hospitals. The evangelistic work had been carried on on similar lines to former years: daily services in wards and out patient department held by the Hospital Evangelist and the Biblewoman—while voluntary workers held services in the Hospitals on Sundays. There were three baptisms.

The Rev. T. E. Pearce moved a resolution expressive of the committee's sense of regret at the death of Sir Kai Ho Kai and its testimony to the public services he rendered in founding the Alice Memorial Hospital and developing and maintaining the affiliated institutions. In doing so he said they felt Sir Kai's services to be inestimable. They all knew how constantly occupied he was with endeavours for the public good and he, who knew him for thirty years, could bear witness to the place which these hospitals had in his constant regard. They knew too, the faculty he had for attracting others to him in his endeavours to relieve sickness and suffering. The most fitting way they could keep his memory green was to extend and develop the work he carried on.

The Chairman seconded the resolution, which was unanimously carried.

Mr. Coppin, commenting upon the accounts for the past year, pointed out that the donations were $1534 less than in 1913, the principal falling off having been in Chinese subscriptions, despite the fact that the hospitals existed solely for the benefit of Chinese patients. Exceptional expense had been incurred on account of repairs and purchase of clothing, two items which would not necessarily be recurrent. This year on account of the war the subscriptions of German firms amounting to about $700 would be lost.

The Chairman also referred to the falling off in Chinese subscriptions and mentioned that at the end of last year there was an overdraft of $6507 at the bank, an increase of $2,500 on the deficit in the previous year. The first effort of the committee should be to reduce that deficit. He also made reference to the urgent need of a modern operating theatre at the Nethersole Hospital to replace the present one, which would not be tolerated in any up to date institution. The cost would be $30,000, and towards this only $14,000 had been secured.

Hon. Mr. Shellim called attention to the fact that although he had been for three or four years a member of the finance committee he had not been invited to a single committee meeting. The accounts had only just been put into his hands, and he had had no opportunity of studying them. Two years ago he suggested the appointment of a small sub-committee, to go into the affairs of the hospitals, and he now renewed this suggestion. He did not think many of his fellow committee-men cared to occupy a position in which their services were not made use of or were not required.

Mr. G. T. Edkins expressed similar views, and made it clear that he did not mention the matter in any critical spirit but with the idea that the work of the executive would be facilated if they had the advice and assistance of the members of the committee.

Dr. Gibson explained that the Finance committee in its present form came into being before he became associated with the hospitals and that in past years sub-committee meetings had been called to discuss special matters.

Mr. Ho Fook asked why the scheme for the extension of the Nethersole Hospital was not laid befor the members of the Finance committee?

The Chairman explained that it was mentioned at the last annual meeting by the Hon. Mr. Hallifax. A site was given by the London Missionary Society, and Sir Kai Ho Kai thought he could raise the funds for the extension privately. Things went on upon that basis right up to the meeting last year when it was announced that the building would not go on on that basis. A sum of $14,000 had been raised privately but they would be grateful for outside help.

Mr. Shellim proposed the appointment of a sub committee of seven members of the present committee to discuss the affairs of the hospitals and Mr. Chan Siu Kai seconded but eventually it was decided that before the appointment is proceeded with Dr. Gibson shall get the views of his colleagues, and that a further meeting of the finance committee shall be called at which they will be made known.

Votes of thanks were passed to the honorary officers and to the chairman.

TRAINING TIMES.

Weather:—Dull, mild, very muggy; no wind.

Courses used:—Both; half hurdles on the grass.

Condition of ground:—Dry, both courses good going.

Britannic (boy), 1 mile, o, 38.3, 1.17.3, 1.37.2, 2.31.1; last ¼, 33.4.

Sunlight (boy), 1¼, o, 37, —, 1.50, —, 2.37.

Aldwych (boy), 1 mile, o, 2.10; last ¼, 31.3.

Forbearance (boy), 1 mile last ¼, o, 34.2, 1.00.3; last ¼, 32.1.

President (boy), 1 mile last ¼, 1.05.2.

Sir Galahad (boy), 1 mile, 3, —, 1.13, 1.48, 2.10.1; last ¼, 31.1.

Swannee (Knoll), 1¼, o, 43, 1.22, 1.57.3, 2.34, 3.08, 3.39.3; last ¼, 31.3.

Mascotte (Gegg), ¼, o, 36, 1.10, 1.42; last ¼, 32.

Amun Ra (Gegg), ¼, o, 30, 1.11, 1.44; last ¼, 33.

Radium (Pope), 1 mile, o, —, 1.10, 1.44.1, 2.10; last ¼, 34.4.

Saxon Chief and New Zealand Chief (u.c.) (boys), 1 mile last ¼, i, 35.2, 1.00.1, 1.41.2; last ¼, 32.1.

Sir Henry May's dun derby (boy), ¼, o, 37, 1.11.1, 1.42.1; last ¼, 31.

Sir Henry May's grey derby (boy), ¼, o, 37, 1.09.3, 1.41.2; last ¼, 32.

Sir Paul's Majestic Dahlia (boy), 1 mile, o, 35, —, 1.50, 2.23; last ¼, 33.

Sir Paul's Duke Dahlia (boy), 1 mile, o, 37, 1.15.1, 1.51.4, 2.25.1; last ¼, 33.2.

Sir Paul's Liberty Dahlia (boy), ½ mile, o, 1.04; last ¼, 31.2.

Mr. Kadoorie's Scottish Chief (boy), 1 mile last ¼, i, 38, 1.13.2, 1.44.4; last ¼, 31.2.

Mr. Kadoorie's English Chief (boy), 1 mile, i, 35.1, 1.13, 1.49, 2.19.2; last ¼, 30.2.

Mr. Kadoorie's Irish Chief and Canadian Chief (boys), 1 mile last ¼, i, 33, 1.06, 1.41; last ¼, 35.

Mr. David's derby (boy), 1¼, o, 33.1, 1.15, 1.48.4, 2.24, 3.00, 3.37, 4.09; last ¼, 32.

Mr. Ezra's derby (boy), 1¼ last ¼, 1.52.

Mr. Potts' Belgian King (boy), ¾ last ¼, i, 36, 1.08.1; last ¼, 32.1.

Sir Henry May's chestnut "navy cupper" (boy), ¾, o, 41.2, 1.18, 1.49.1; last ¼, 31.1.

Mr. Kadoorie's Austrilian Chief (boy), 1¼ last ¼, i, 35.1, 1.09.2, 1.40; last ¼, 30.3.

Mr. Harvey's "n.c." (Hickman), 1 mile, o, 39.3, 1.17.2, 1.54, 2.27; last ¼, 33.

Mr. G. H. May's "n.c." (Seth), 1 mile, o, 38, 1.16.2, 1.52, 2.24; last ¼, 32.

Mr. Lowe's "n.c." (Hickman), ½ mile, o, 39.2, 1.16; last ¼, 36.3.

Mr. David's "n.c." (boy) and Mr. Shellim's sub. (Knoll), 1¼ last mile, o, 36.2, 1.14, 1.50, "n.c." 2.22, last ¼, 32; sub. 2.23, last ¼, 33.

Sir Henry May's grey sub. (boy), ¾, o, 35, 1.13, 1.45; last ¼, 32.

Sir Paul's sub. Ideal Dahlia (boy), ½ mile, o, 34, 1.05.3; last ¼, 31.3.

Mr. Sassoon's sub. The Bird (boy), ½ mile, o, 33.2, 1.04.2; last ¼, 31.

Mr. Sassoon's sub. Kukri (boy), 1¼ last mile, o, 36, —, 1.47, 2.19; last ¼, 32.

Dr. Forsyth's sub. (boy), ½ mile, o, 36.2, 1.08.2; last ¼, 32.

Mr. Brutton's sub. 1¼ last ¼, 37.3, 1.12, 1.44.1; last ¼, 32.1.

Mr. Nemazee's sub. (Seth), 1 mile, o, 37, 1.14.3, 1.50.1, 2.24; last ¼, 33.4.

Mr. Keith's sub. (boy), 1 mile last ¼, 1.10.2; last ¼, 34.4.

Mr. Apcar's sub. (boy) and Mr. S. A. Seth's "n.c." (Seth), 1 mile, o, 33.2, 1.06.4, 1.42, sub. 2.19, last ¼, 37; "n.c." 2.23, last ¼, 41.

SOCIAL AND PERSONAL

A marriage will shortly take place between Lieut. Villiers Gordon Smyth, R.G.A., Hongkong, and Miss Veronique Walker, who is travelling out on the P. & O. steamer Namur.

The marriage will take place shortly of the Rev. Noel Brodrick Slater, of the London Missionary Society, Amoy, to Miss Martha Ann Shirley, of Stoke Prior, Worcestershire, England.

The following promotions of R.G.A. officers in Hongkong was recently gazetted:—Majo E. W. Comyn to Lieut.-Colonel, Lieuts S. Mend, D. G. T. Sneyd, F. W. Thicknesse, W. Leslie, M. Sykes, and F. S. Halliday, to Captains.

A shop coolie of the Wo Ki cattle dealers shop, 17 Waters Street, has made a report to the police regarding an armed robbery. The coolie asserts that at 10.30 p.m. yesterday twelve men burst into the shop and bound and gagged him. Three carried knives. The men ransacked the house and stole clothing valued at $7 and $17 in money. The master of the shop, whose money is supposed to have been stolen, is absent in the country. The Police have the matter in hand.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE PROGRESS OF THE WAR.

STEADY PROGRESS OF ALLIES IN FRANCE AND BELGIUM.

BRITISH ARMED MERCHANTMAN LOST.

THE STRUGGLE IN FRANCE AND BELGIUM.

LONDON, Jan. 26, 4.50 a.m.

The Paris evening *communique* says that there is nothing to report.

(Official Telegram from French Government via Peking.)

GERMAN WORKS AND SHELTERS DESTROYED.

On the 24th inst. on the Aisne front the French batteries obtained a very accurate range.

In Champagne district the French artillery destroyed several German works and shelters.

In Lagrurie Wood a very lively rifle fire prevailed where the French fire stopped that of the Germans.

On the Meuse, St. Mihiel bridges were destroyed by French artillery, which also blew up an ammunition depot in Woevre.

A Bavarian column was surprised at Embermenil (Lorraine), the French taking numerous prisoners.

BRITAIN'S NEW ARMY.

LORD KITCHENER "ABUNDANTLY SATISFIED."

LONDON, Jan. 26.

Mr. Ryland Adkins, M.P., speaking at Northampton, said he was authorised by Lord Kitchener to say that he is abundantly satisfied with the remarkable progress of the recruits.

LOSS OF A BRITISH ARMED MERCHANTMAN.

LONDON, January 25.

The Press Bureau announces that the British armed merchantman *Viknor* (formerly the *Viking*) has been lost in bad weather, or by striking a mine, off the north of Ireland. All on board were drowned. Wreckage has been found.

[The *Viking* was a ship of 1,951 gross tons and belonged to the Isle of Man S. P. Co. She was built in 1905.—Ed.]

THE OPERATIONS IN THE EASTERN THEATRE

LONDON, Jan. 25, 10.35 p.m.

A Petrograd *communique* states that there has been a certain amount of activity on the part of the Austrians in the East Carpathian passes; otherwise events were unimportant. The Germans took one of the Russian advanced trenches, and the Russians took a German trench with machine guns and also destroyed a German armoured motor.

THE BRITISH NAVAL VICTORY.

CONGRATULATIONS FROM NEW ZEALAND.

LONDON, Jan. 25, 3.5 p.m.

The High Commissioner for New Zealand has sent a telegram of congratulation to the battle cruiser "New Zealand" which says, "Well done, Halsey." The High Commissioner paid a tribute to the work of the vessel, and added: "Such an event marks a new era in the history of the Empire. The Dominions must rejoice that one of their representatives was in the front rank against the foe, and it will make the people of the Dominions prouder than ever of their connection with the Mother Country, and will inspire them to further efforts to shatter German designs. Thus strong young States are taking their share in maintaining the integrity of the Empire. When the war is over, new conditions will demand fresh measures."

THE U.S. SHIP PURCHASE BILL.

Senator Root's Strong Opposition.

WASHINGTON, Jan. 26.

In the Senate, Mr. Elihu Root (a former Minister of State) in opposing the Ship Purchase Bill, after reading the instructions given to German Naval Commanders at the outbreak of the war, said it was plain that no great power would permit enemy citizens to rob it by the transfer to a neutral flag of ships it was entitled to capture on the high seas.

Senator Root denounced the recent Note to Great Britain as being inspired by purely political motives.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Colonel A. Chapman, V.D.

TRANSFERS.

The under-mentioned are transferred from the H.K.V.R. to the Engineer Company, dated 27th January, 1915:—Corpl. J. Lennox, Pte. J. R. Kinghorn, Pte. A. Davidson, Pte. J. W. Paton, Pte. W. Kerr, Pte. A. Whitelaw, Pte. J. Russell and Pte. D. Austin.

WEEKLY REPORTS.

O.C's. are reminded that the weekly state is required at the Orderly Room not later than 5 p.m. to-morrow.

SICK LEAVE.

O.C's. Companies and Sections should inspect daily, or detail a Non-Com. Officer to do so, the Medical Officer's report at Headquarters to ascertain what members of their units are on the sick list.

PARADES.

Parades for Thursday, 28th inst.:—5.15 p.m.—Nos. 1 and 2 Sections Artillery and Left Section M.G. Co. 10 pdr. drill at Headquarters. Remainder, Outposts under Company Commanders. Units will be taken for this by their Commanders to the most suitable positions which can be reached in the time available.

DETAIL.

Orderly Officer, Lieut. C. Smith.

Orderly Sergeant, Sergt. Hegarty.

To furnish Guard to-night, Scouts Company; to-morrow Scouts Company.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

WELL-KNOWN SHIPOWNER'S DEATH.

LONDON, Jan. 25.

The death is announced of Mr. Alexander Elder, the well-known shipowner.

(Wah Tsz Yat Po's Service.)

WHIPPING TOO CRUEL.

PEKING, Jan. 26.

Chong Wan Foon, President of the Board of Censors, recommends the abolition of the punishment by whipping, which he states is too cruel.

REVOLUTION INDEMNITIES.

The Government has ordered that the indemnities to foreigners in the provinces of Anhui, Kiangsu and Kiangsi, for losses suffered during the revolution, be paid by the provincial governments concerned.

TO STUDY COMMERCIAL METHODS.

The Assistant Minister for Commerce will shortly leave with a large staff of assistants for America to make a study of United States commercial methods.

A REPENTANT REBEL.

Nau Wing Kin, the rebel officer who attacked the Shanghai Arsenal during the last rebellion, has wired to the Military Governor expressing his repentence and loyalty to the Government. Other rebels have given similar promises to reform, all of which have been referred to Peking.

HONGKONG WEDDING.

White—Chunyut.

At St. Andrew's Church, Kowloon, this afternoon a marriage was solemnised between Mr. James William White, of the Public Works Department, second son of the late J. C. White of Portsmouth, England, and Miss Myra Kathleen Chunyut, second daughter of the late H. T. Chunyut, of Melbourne, Australia, and Mrs. Chunyut of Hongkong. The wedding was a very quiet one no invitations having been issued. The officiating clergyman was the chaplain of the church, the Rev. Norman C. Pope, M. A.; and Mr. Denman Fuller, organist of St. John's Cathedral, played the bridal music. The bride was given away by her eldest brother, and Mr. Wallace J. Hansen was best man. Mr. and Mrs. White are to spend their honeymoon in England, and on the expiration of the bridegroom's leave will settle in the Colony.

SPORTING.

HONGKONG FOOTBALL LEAGUE.

League Tables up-to-date.

DIVISION I.

	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
R.G.A.	6	3	0	3	10	5	9
Club	5	2	2	1	4	3	5
Navy	6	1	2	3	2	6	5
Police	5	0	2	3	3	5	3

DIVISION II.

	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
Lam Liong	4	3	1	0	10	6	6
Queen's College	4	2	1	1	9	5	5
Confucians	5	2	2	1	11	7	5
St Joseph's College	2	2	0	0	6	0	4
Victoria Rovers	3	1	1	1	4	2	3
Diocesans	3	1	1	1	2	5	3
University	2	0	2	0	0	4	0
Lusitano	3	0	3	0	0	13	0

Saturday, Jan 30:—Police v. Club on Mil. Grd. 4.15 (Mr. E. Tyler).

Sam Liong v. Victoria Rovers. Mil. Grd. 2.45 (Mr. J. W. Egger).

The match between St. Joseph's College and Victoria Rovers will be played on Feb. 6 instead of Feb. 3 at the Navy Ground at 4.15 o'clock.

UNITED SERVICES LEAGUE.

The following Clubs have agreed to compete this season:—Navy, R.G.A. R.E., Police, and H.K.F.C.

THE GROTESQUES.

This capital concert party will make their debut before a Hongkong audience at the Theatre Royal to-morrow evening. They come with a splendid and well-merited reputation and can be confidently recommended as first class entertainers.

We are asked to state that the entertainment will be finished by 11.30 o'clock, which will thus give residents in Kowloon ample time to catch the Ferry.

The Vicar of the Roman Apostolic Church was summoned before Mr. Wood this morning on two charges of failing to limewash certain houses in Holy Infant Lane and Francis Street.

It was contended for the defence that the tenants were liable for the work.

The Magistrate held that as the houses were the property of the Vicar of the Church he was liable. He ordered the work to be done at once, and imposed a fine of $1 in each case.

THE SANITARY BOARD.

WATER CARRIAGE PROBLEM.

The usual meeting of the Sanitary Board was held at the Board's Chamber yesterday afternoon. There were present: Mr. G. N. Orme, President, in the chair, the vice-president, the Hon. Mr. W. Chatham C.M.G., Hon. Mr. S. B. C. Ross, Hon. Mr. E. A. Hewett, C.M.G., Dr. Fitzwilliams, Mr. P. W. Goldring, Mr. Chan Kai Ming, Mr. Ng Hon Tsz, Dr. Francis Clark (Medical Officer of Health), Dr. W. W. Pearse (Assistant M.O.H.), and Mr. W. Bowen Rowlands (secretary to the Board).

THE SELECT COMMITTEE'S REPORT.

The Select Committee appointed to consider the question of a water carriage system presented the following report.

The Sub-Committee (whose names are below) appointed by the Board to consider the question of water-closets met in the Sanitary Board Room on Tuesday, 12th January, 1915.

Inquiries have been made by the Sub-Committee during the past three months.

1.—It is found that there are at present existing 1,155 water-closets, of which 173 are trough water-closets. These 173 comprise 360 seats. There are also 533 water-flushed urinals. Of these closets, a number are Government, military, naval—and hospital, which are exempt from periodical inspection by the Board. There remain for such inspection about three-quarters of the total number.

New applications granted for water closets (which would all require inspection) were:—1909, 22; 1910, 24; 1911, 51; 1912, 60; 1913, 22; 1914, 8.

2.—An examination of the sewage out-falls showed that while no nuisance existed where they ended in open water, the circumstances where such out-falls ran under piers and did not extend to the end of the piers were not satisfactory. The inspection was made in the cold weather.

3.—There have been irregularities in the matter of connection water closets with the water-mains; but only in cases where tanks connected with mains were allowed on roofs, side-by-side with the tank provided for the independent water-supply required by the Board for the water-closet. The Sub-Committee therefore recommend:—

1.—That an annual fee of $50 per water-closet be imposed for each new permit issued, the permits so issued to be subject to the existing conditions, and in addition to be renewable only subject to satisfactory inspection and report.

2.—That existing closets should, if possible, be brought within this system as soon as possible, and that pending applications be granted, if at all, only subject to such new conditions as may from time to time be added.

3.—The sewer out-falls under piers should, in all cases, be extended to the ends of the piers.

4.—That the matter of the tanks on roofs, fed from the main, should be brought to the notice of the water authority.

5.—That no special action is called for as regards urinals.

The signatories were: The Hon. Mr. E. R. Hallifax (chairman), Dr. F. Clark, Mr. Ng Hon. Tsz, Lieut.-Col. Gordon Hall, and Dr. Fitzwilliams.

The Hon. Mr. Chatham, C.M.G., minuted:—The tax proposed to be levied on water-closets is a novel idea. Such conveniences are necessary adjuncts of houses in any city in England, and I fail to see why inhabitants of Hongkong should be taxed in respect of them, especially as the use of water from the public mains is prohibited.

Dr. Clark, in the absence of the chairman of the Committee, moved the adoption of the report. The Committee thought, he said, that there ought to be a more strict supervision over these water-closets, and that they should be inspected, if possible, more frequently. The Committee realised that that would necessitate possibly an increase in the staff of the Department, and it was felt that under those circumstances the people who benefitted by this particular privilege should contribute something towards the extra cost of supervision. With regard to the minute of the Director of Public Works, conditions in this Colony were not the same as they were at Home. In all the towns at Home practically every cottage had it water-closet, but that was not the case here. The reason was that the water supply was not adequate while another very important reason was that Chinese servants in the ordinary household did not understand the use of water-closets and they frequently got out of order. In regard to the suggestion that the annual fee would be a hardship on the people who had the privilege of a water-closet, he would like to point out that those householders who did not have water-closets had to pay coolies $2 or $3 a month for the removal of the waste, and they would be relieved from that necessity by a water-closet. Also, the Government derived a certain revenue from the sale of excreta, and the Government would lose that, so there was a real financial reason why there should be some small fee imposed.

Mr. Ng Hon Tsz seconded.

Mr Fitzwilliams thought it was a rather unfortunate time to discuss the report. There were two unofficial members of the Board who had no right to be sitting, Mr. Goldring and himself. He moved that the discussion be renewed at a later date.

Hon. Mr. Hewett: If you don't exist you cannot make a motion (laughter).

Dr. Fitzwilliams: I beg for permission to make the suggestion.

Mr. Hewett: I'll move the resolution as Dr. Fitzwilliams and Mr. Goldring are nonest at the present time (laughter).

Eventually the Board decided to adjourn the debate.

The Chairman then welcomed Dr. Fitzwilliams and Mr. Goldring as members of the Board.

OPIUM ON A SAMPAN.

Sampan Woman Fined $10,000.

Detective Sergeant Wills charged a man and woman before Mr. Hazeland at the Magistracy this morning with being in illegal possession of 47 tins of non-Government opium valued at $1,900. The officer and a party of police, acting on an informer's information searched a sampan lying off Moug Kok and discovered the drug. The licensee of the sampan, a woman and her loki, were arrested.

The woman when charged said she was keeping the opium for a passenger at his request and she had earned $2. The male defendant declared the opium did not belong to him but to the woman.

Mr. Kong Sing defended.

The woman was fined $10,000 or six months' imprisonment and the loki discharged.

A HOUSEKEEPER'S CLAIM.

FURTHER EVIDENCE.

Judgment for Defendant.

In the Summary Court before the Puisne Judge this afternoon the hearing was resumed of the claim of Miss M. D'Almeida against Mr. J. W. F. Mulder, manager of the Bank of Canton, for $123.74 being as to $89.74 moneys paid for and on behalf of the defendant and at his request; as to $15 one month's salary and $15 for a month's salary in lieu of notice; also the return of certain clothing or its value.

Mr. J. H. Gardiner appeared in support of the claim and Mr. Mason (of Messrs. D'Almada and Mason) represented defendant.

Mrs. Mulder, defendant's wife, living at 11, Conduit Road, said she first met plaintiff in 1913 when she (witness) was residing at the Hongkong Mansions. Plaintiff came as a seamstress and was engaged off and on. Later, plaintiff came to witness's house at Conduit Road and asked for work and a room saying that she could not afford the payment of $25 a month for a room. As a result of a discussion on money matters plaintiff ran the house during April on trial. Then witness was ordered to America and plaintiff suggested that she should provide the food for Mr. Mulder during her absence at $40 a month. Plaintiff said she would go to the market and make all purchases and added that a Portuguese could buy even cheaper than a Chinese. Plaintiff had command of the whole house and held the keys. Witness added that she had given plaintiff many articles of clothing. Plaintiff went to the house without a fixed salary until the question of food arose, when she was paid a monthly salary of $15. Plaintiff had the keys of the locker and witness's husband could not even get into the wine cellar himself.

Mr. Gardiner: Have you any idea how much it would take to run the house?

Witness: I have no idea because I am very extravagant and I never stinted myself anything. I always had what I wanted. I did try once and living without Del Monte peaches and tinned asparagus I found we could live on $2.50 a day.

Mr. Gardiner asked if plaintiff was expected to buy food for visitors.

Mrs. Mulder: Food for two is food for three, as you no doubt know.

Mr. Gardiner: I don't; on the contrary, but I am pleased to hear it. (Laughter.) Supposing the cook bought two chops?

Witness: I have never known the cook buy two chops. He always bought three and sometimes four. There may be four chops to a pound if they are cut thin.

His Lordship asked if plaintiff was expected to provide food for all the guests that came along.

Mrs. Mulder said that was never discussed with her. Whenever there was a dinner party her husband paid all moneys over the $80 if that amount had been absorbed.

The house-boy employed by defendant said that plaintiff on leaving the house had four coolies to take away her baggage.

Mr. Mason, in the witness box, said he lived with the defendant for six months at Conduit Road and during part of that time plaintiff was housekeeper. He was told there was trouble in the house and one day the plaintiff left. Subsequently, she came to his office and said she had not got her clothing and screens. He asked her for a statement of what was owing and the total amount she mentioned was $220 to which she was entitled when she left. He said he would go into the matter and consider it. He had gone into the details of accounts and found that the money paid to plaintiff corresponded with the amounts entered in the defendant's cash book.

Answering his Lordship, Mr. Mason said he was present when plaintiff took away from the house all she asked for, and she signed a receipt.

His Lordship said that on the evidence he was bound to give judgment for the defendant.

VICTIMS OF THE WAR.

Supplementing their efforts as regards allowances to dependents of captains, officers and seamen detained in Germany, which are now being granted by the Board of Trade under the War Risks Insurance Scheme, the Imperial Merchant Service Guild have been urging upon the justice of compensation being granted in the cases of captains and officers—who mostly are outside of the scope of the Compensation Act—if losing their lives or being injured through the operations of the War. Moreover, they have submitted that it would be equitable to compensate them for serious loss of effects which they have sustained under such conditions and which loss in all probability will continue. The Secretary of the Guild has personally discussed the matter with leading officials of the Board and Members of the Guild Parliamentary Committee have had it in hand. As regards the recent reply of the Prime Minister to Mr. C. T. Needham, M.P., they have addressed themselves direct to Mr. Asquith and have received a reply to the effect that their representations are receiving attention. Lord Charles Beresford, M.P., has also put a question to the President of the Board of Trade, who has announced that he hopes to come to a decision very shortly, and moreover, he is giving consideration to the question of insurance of seamen's effects. The Guild have every hope that a satisfactory decision will be arrived at in respect to these matters.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI	ORIENTAL, Capt. A. L. VERENTINI,	Daylight 28th Jan.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	NUBIA, Capt. A. B. GARWOOD, R.N.R.	Noon 29th Jan.	See Special Advertisement
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR, Capt. A. COLLYER,	About 20th Feb.	Freight and Passage.
LONDON VIA S'PORE, P'ANG, COLOMBO, PORT SAID & MARSEILLES	NAMUR, Capt. A. COLLYER,	10 a.m. 31st Mar.	Freight and Passage.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWETT. *Superintendent.*

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The 'EMPRESS OF RUSSIA' and 'EMPRESS OF ASIA' are now quadruple screw 21 knot turbine steamers of 16850 tons gross—30,625 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

'EMPRESS OF RUSSIA' 'EMPRESS OF ASIA' — Optional Atlantic Port £71.10.
EMPRESS OF INDIA 'EMPRESS OF JAPAN' — do do £65.

MONTREAL—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port £43.
" Boston or New York £45.
Meals and sleeping car across Canada **not included** in any of above rates. If required such will cost £6 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG		FROM COLOMBO:
29th January.	Connecting with "SURAT"	17th February.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS" End February,

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
MANAGING AGENTS.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND 'APCAR LINE.
Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about

For Freight and further particulars apply to
DODWELL & CO., LTD., *Agents.*

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

S.S.
For Freight & further particulars, apply to
DODWELL & CO., LTD., *Agents*

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about
S.S. BANKI MARU, For S'pore, Batavia, C'bon, Samarang & Sourabaya 29th Jan.
S.S. BIOJUN MARU, For Moji & Kobe ... 7th Feb.
S.S. HOKUTO MARU, For S'pore, Batavia, C'bon, Samarang & Sourabaya 23rd Feb.
For Freight or Passage apply to
DODWELL & CO., LD., *Agents.*

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons — MANCHURIA 27000 tons
KOREA 18000 tons — SIBERIA 18000 tons
CHINA 10200 tons — NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA	Sailing	WEDNESDAY,	17th Feb.,	1 p.m.
S.S. PERSIA	"	TUESDAY,	2nd Mar.,	1 p.m.
S.S. KOREA	"	TUESDAY,	9th Mar.,	Noon.
S.S. SIBERIA	"	WEDNESDAY,	17th Mar.,	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, *Agent,*
King's Building (opposite Blake Pier), *Telephone No. 141*

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed.	Leave Hongkong.
* NIPPON MARU	11,000-18 knots	Tuesday, 9th Feb.
SHINYO MARU	22,000-21 knots	Tuesday, 23rd Feb.
CHIYO MARU	22,000-21 knots	Tuesday, 23rd Mar.
TENYO MARU	22,000-21 knots	Tuesday, 13th Apr.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS to London	£71-10.	Return (6 months)	£120.
FIRST CLASS to New York	£60.	" "	£96-10
" " " San Francisco	£45.	" "	£68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Manzanillo, Salina Cruz, Panamá, Callao, Iquique and Valparaiso. Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.	Displacement Tons & Speed.	Sailing.
ANYO MARU	18,500-15 knots	Wednesday, 10th March.

For full particulars as to Passage and Freight apply to

O. WURIU *Acting Agent.*

Telephone 281. KING'S BUILDING (Opposite Blake Pier)

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	—	February 6th, at 11 a.m.
ALDENHAM	January 28th	February 19th, at 11 a.m.
ST. ALBANS	—	—

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

DOLLAR STEAMSHIP LINE.

PROPOSED SAILINGS FOR SAN FRANCISCO and SAN PEDRO (Los Angeles).

Steamship.	Captain.	Sailing.
M. S. DOLLAR	J. J. GRAN,	On or about March 1st.

For Freight Rates and space apply to

THE ROBERT DOLLAR CO.,
8 Queen's Building.
V. M. SMITH,
MANAGER.

Phone 792. 10

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LUCHOW	Jan. 28, at 4 p.m.
HAIPHONG	HOHOW	Jan. 30, at 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Jan. 30, at 11 a.m.
SHANGHAI	CHENAN	Jan. 31, Daylight.
MANILA, CEBU & ILOILO	KUEICHOW	Feb. 2, at Noon.
SHANGHAI	ANHUI	Feb. 2, at 4 p.m.
MANILA, CEBU & ILOILO	TAMING	Feb. 9, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tean' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenan' and the s.s. 'Kanchow,' 'Liangchow,' 'Luchow,' and 'Yingchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	LOKSANG	FRIDAY, Jan. 29, at 8 a.m.
†SHANGHAI	WINGSANG	SATURDAY, Jan. 30, Daylight.
* MANILA	LOONGSANG	SATURDAY, Jan. 30, at 3 p.m.
KOBE	LAISANG	TUESDAY, Feb. 2, Daylight.
†SHANGHAI	CHOYSANG	TUESDAY, Feb. 2, Daylight.
* MANILA	TAISANG	SATURDAY, Feb. 6, at 3 p.m.
*†SHANGHAI, & KOBE	KUMSANG	TUESDAY, Feb. 9, Daylight.

FOR THE MANILA CARNIVAL.—Jan. 31st to 7th Feb., 1915.

A special reduced fare of $30 for Return Passengers will be issued for our sailings to Manila of the 23rd and 30th January, available for 30 days from Date of issue. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOURS TO JAPAN.

THE steamers *Kutsang, Numsang & Fooksang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Yatshing, Kumsang,* and *Suisang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
TELEPHONE No. 215. *Agents.*

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE.—HOMEWARD.

For	Steamer.	Date of Departure.
LONDON	'RADNORSHIRE'	30th January.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. KUMTA, 5,422 tons, Capt. Babb, will be despatched for SHANGHAI, KOBE and MOJI on 4th February.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *NUBIA*, Captain A. B. GARWOOD, R.N.R. carrying His Majesty's Mails will be despatched from this port for BOMBAY, on FRIDAY, the 29th January, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Mooltan* from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. *Persia* due in London on 12th March, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, Jan. 16, 1915.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE Steamship NIPPON MARU,

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on WEDNESDAY, 27th January, at Noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognised after the Goods have left the Steamer or Godown and all Goods remaining undelivered on MONDAY the 1st February, at 5 p.m. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in Godown and examination of same will be held on WEDNESDAY, 3rd February at 10 A.M.

All claims must be filed on or before MONDAY, 15th February, otherwise they will not be recognized.

O. WURIU,
Acting Agent.

Hongkong, Jan. 25, 1915. 70

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Fooksang* having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after noon the 22nd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., LTD.
Agents.

Hongkong, Jan. 21, 1915. 55

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later)
p.m. Thurs.			noon		Friday	Thursday
Jan. 4	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 13	Feb. 19
Jan. 18	NUBIA	Jan. 25	Jan. 29	MOOLTAN	Feb. 27	Mar. 5
——	ORIENTAL	Feb. 8	Feb. 12	MOLDAVIA	Mar. 13	Mar. 19
——	MALTA	Feb. 23	Feb. 27	EGYPT	Mar. 27	Apr. 2
Mar. 1	SARDINIA	Mar. 8	Mar. 12	MEDINA	Apr. 10	Apr. 16
——	ASSAYE	Mar. 22	Mar. 26	MONGOLIA	Apr. 24	Apr. 30
Mar. 29	ORIENTAL	Apr. 5	Apr. 9	MALWA	May 8	May 14
Apr. 12	MALTA	Apr. 20	Apr. 24	MOREA	May 22	May 28
——	SARDINIA	May 3	May 7	MALOJA	June 5	June 11
May 10	NUBIA	May 17	May 21	MOOLTAN	[illegible] 10	June 25

THE ATTENTION of Passengers is drawn to the **Accelerated Arrival** of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following **Friday.**

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

LONDON.

1ST SALOON	"A"	Accommodation	SINGLE	£55.	RETURN	£97.
	"B"	"	"	£39.	"	£69.
2ND SALOON	"A"	"	"	£44.	"	£68.
	"B"	"	"	£40.	"	£60.

MARSEILLES.

1ST SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
	"B"	"	"	£55.	"	£83.
2ND SALOON	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'hama	Leave Shanghai	Leave H'kong	Leave S'pore	Due at M'seilles	Due at London
	about	about	about	about	about	about
NANKIN	Jan. 4	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NELLORE	Apr. 26	May 7	May 12	May 18	June 15	June 24
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1ST SALOON £50 SINGLE: £75 RETURN.
2ND " £35 " £52 "

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10 %.**

For further particulars apply to

E. A. HEWETT,
Superintendent.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	Displacement	SAILING DATES.
MARSEILLES & LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	§KATORI MARU, Capt. Kon.	Tons 19,000	THURSDAY, 28th Jan. at 10 a.m.
	§KAMO MARU, Capt. Shimidzu,	Tons 16,000	THURSDAY, 11th Feb., at 10 a.m.
VICTORIA, B.C., & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	§SADO MARU, Capt. K. Asakawa,	Tons 12,500	TUESDAY, 9th Feb. at Noon.
	§YOKOHAMA MARU Capt. Komatsubara	Tons 12,500	TUESDAY, 23rd Feb. at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	HITACHI MARU, Capt. Sato,	Tons 13,500	FRIDAY, 12th Feb. at Noon.
	TANGO MARU, Capt. Soyeda,	Tons 13,500	FRIDAY, 12th Mar. at Noon.
BOMBAY via SINGAPORE, AND COLOMBO	——		——
CALCUTTA via SINGAPORE, PENANG & RANGOON.	——		——
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU, Capt. Soyeda,	Tons 13,500	TUESDAY, 9th Feb. at Noon.
KOBE & YOKOHAMA	MISHIMA MARU, Capt. S. Wada,	Tons 16,000	TUESDAY, 2nd Feb. at 11 a.m.
SHANGHAI, KOBE & YOKKAICHI	——		——
SHANGHAI & KOBE	KAWACHI MARU, Capt. Nakamura,	Tons 12,500	MONDAY, 15th February.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 tons	Thursday, 28th January.
KAMO MARU	16,000 tons	Thursday, 11th February.
KASHIMA MARU	20,000 tons	Thursday, 25th February.
MISHIMA MARU	16,000 tons	Thursday, 11th March.
SUWA MARU	25,000 tons	Thursday, 25th March.
ATSUTA MARU	16,000 tons	Thursday, 8th April.
YASAKA MARU	25,000 tons	Thursday, 22nd April.
MIYASAKI MARU	16,000 tons	Thursday, 6th May.
KITANO MARU	16,000 tons	Thursday, 20th May.
FUSHIMA MARU	25,000 tons	Thursday, 3rd June.

FOR AMERICA.

SHIDZUOKA MARU	12,500 tons	Tuesday, 26th January.
SADO MARU	12,500 tons	Tuesday, 9th February.
YOKOHAMA MARU	12,500 tons	Tuesday, 23rd February.
AWA MARU	12,500 tons	Tuesday, 9th March.
SHIDZUOKA MARU	12,500 tons	Tuesday, 23rd March.
TAMBA MARU	12,500 tons	Tuesday, 6th April.
AKI MARU	12,500 tons	Tuesday, 20th April.
SADO MARU	12,500 tons	Tuesday, 4th May.

KUSUMOTO, *Manager.*

Telephone No. 222.

SHIPPING

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

For VICTORIA AND TACOMA

VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.

S.S. "TACOMA MARU" ‡....Capt. T. Hamada.....Thursday, 28th Jan. at 3 p.m.
S.S. "PANAMA MARU" †....Capt. J. Kanao.....Thursday, 4th Feb. at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S.

FOR FOOCHOW VIA SWATOW AND AMOY.

S.S. "KAIJO MARU".....Capt. Y. Yamamoto.....Monday, 1st Feb., at Noon.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

S.S. "DAIGI MARU".....Capt. S. Tokushige.....Sunday, 31st Jan., at 10 a.m.
S.S. "DAIJIN MARU".....Capt. K. Murakami.....Sunday, 7th Feb., at 10 a.m.

FOR ANPING AND TAKOW VIA SWATOW AND AMOY.

S.S. "SOSHU MARU".....Capt. K. Hattori.....Wednesday, 3rd Feb., at 8 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:—

Y. ASAI, *Manager,*
Second Floor No. 1, Queen's Building.

HONGKONG—NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(with Liberty to call at the MALABAR COAST).

S.S. **CHINESE PRINCE** .....On or about 8th February, 1915.

For Freight or information, apply to

SHEWAN, TOMES & CO.
General Agents.

Hongkong, January 18, 1915. 42

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
Australia Ports, &c.	Empire	Jibb Livingston & Co.	Feb. 6, at 11 a.m.
Australia Ports, &c.	Aldenham	Gibb Livingston & Co.	Feb. 19, at 11 a.m.
Australia Ports, &c.	St. Albans	Gibb Livingston & Co.	
Anping & Takao &c.	Soshu Maru	Osaka Shosen Kaisha	Feb. 3, at 8 a.m.
Delagoa Bay, L'don &c.	Surat	The Bank Line, Ld.	Jan. 29.
Honolulu via Japan &c.	Anyo Maru	Toyo Kisen Kaisha	March 10.
Kobe & Yokohama	Mishima Maru	Nippon Yusen Kaisha	Feb. 2, at 11 a.m.
Kobe	Laisang	Jardine, M'son Co. Ld.	Feb. 2. Daylight.
London	Radnorshire	Jardine, M'son & Co, Ld	Jan. 30.
London &c.	Nubia	P. & O. S. N. Co.	Jan. 29, at Noon.
Manila, Cebu & Iloilo	Kueichow	Butterfield & Swire	Feb. 2, at Noon.
Manila	Loongsang	Jardine, M'son Co. Ld.	Jan. 30, at 3 p.m.
Manila	Taisang	Jardine M'son & Co, Ld.	Feb. 6, at 3 p.m.
Manila, A'tralian Port.	Taiyuan	Butterfield & Swire	Feb. 21.
Mar., London &c.	Katori Maru	Nippon Yusen Kaisha	Jan. 28, at 10 a.m.
Mar., London &c.	Kamo Maru	Nippon Yusen Kaisha	Feb. 11, at 10 a.m.
New York v. Suez Canal	Chinese Prince	Shewan, Tomes & Co.	About Feb. 8.
N'ki, Kobe & Y'hama	Tango Maru	Nippon Yusen Kaisha	Feb. 9, at 5 p.m.
San Francisco v. Japan	Mongolia	Pacific Mail S.S. Co.	Feb 17, at 1 p.m.
San Francisco v. Japan	Persia	Pacific Mail S.S. Co.	Mar. 2, at 1 p.m.
San Francisco v. Japan	Korea	Pacific Mail S. S. Co.	Mar. 9, at Noon.
San Francisco, v. Japan	Siberia	Pacific Mail S.S. Co.	Mar. 17, at 1 p.m.
San F'cisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	Feb. 9.
San F'cisco, v. Japan	Shinyo Maru	Toyo Kisen Kaisha	Feb. 23.
San F'cisco, v. Japan	Chiyo Maru	Toyo Kisen Kaisha	March 23.
San Francisco &c.	M. S. Dollar	Robbert Dollar Co.	March 1.
S'hai, Kobe & Moji	Umta	D. Sassoon & Co., Ld.	Feb. 4.
S'hai & Japan Ports	Namur	P. & O. S. N. Co.	About Feb. 20.
S'hai & Kobe	Kawachi Maru	Nippon Yusen Kaisha	Feb. 15.
Shanghai	Oriental	P. & O. S. N. Co.	Jan. 28, Daylight.
Shanghai	Wingsang	Jardine, M'son Co., Ld.	Jan. 31, Daylight.
Shanghai	Choysang	Jardine, M'son Co. Ld.	Feb. 2. Daylight.
Shanghai	Luchow	Butterfield & Swire	Jan. 28, at 4 p.m.
Shanghai	Chenan	Butterfield & Swire	Jan. 31, Daylight.
S'tow, Amoy & Tamsui	Daijin Maru	Osaka Shosen Kaisha	Jan. 31, at 10 a.m.
S'tow, Amoy & Tamsui	Daigi Maru	Osaka Shosen Kaisha	Feb. 7, at 10 a.m.
S'tow, Amoy & F'chow	Kaijo Maru	Osaka Shosen Kaisha	Feb. 1, at Noon.
S'pore, Mauritius &c.	Salamis	The Bank Line, Ld.	End of Feb
S'pore & S'baya &c.	Banri Maru	Dodwell & Co. Limited	About Jan. 30.
Sydney, Melbourne &c	Hitachi Maru	Nippon Yusen Kaisha	Feb. 10, at Noon.
Sydney, Melbourne &c	Tango Maru	Nippon Yusen Kaisha	Mar. 12, at Noon.
Victoria T'ma & Japan	Tacoma Maru	Osaka Shosen Kaisha	Jan. 28, at 3 p.m.
V'toria, T'ma & Japan	Panama Maru	Osaka Shosen Kaisha	Feb. 4, at 3 p.m.
V'ria B.C. Seattle &c.	Tamba Maru	Nippon Yusen Kaisha	Feb. 9, at Noon.
V'ria B.C., Seattle &c.	Aki Maru	Nippon Yusen Kaisha	Feb. 23, at Noon.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS— Sterling £1,500,000 @ 2/- = $16,000,000; Silver 18,000,000	$33,000,000
RESERVE LIABILITY OF PROPRIETORS	$15,000,000

COURT OF DIRECTORS.

Hon. Mr D. Landale—Chairman
W. L. Pattenden, Esq.—Deputy Chairman

S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M'Edkins, Esq. | J. A. Plummer, Esq.
C. S. Cubbay, Esq. | Hon. Mr E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, Nov. 10, 1914.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong, May 14, 1914. 1517

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund	465,000

BANKERS:
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be as certained on application.

A. R. LINTON,
Manager.

Hongkong, July 6, 1914.

NOTICE

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BOOK BINDING.

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BOOKS & PAMPHLETS A SPECIALTY

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Clean Proofs and prompt delivery guaranteed.

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BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,800,000
RESERVE LIABILITY OF PROPRIETORS	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, July 10, 1914.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:—Wall Street, New York.
LONDON OFFICE:—Bishopsgate, E.C.

BRANCHES:

Bombay.	London.
Calcutta.	Manila.
Canton.	Panama.
Cebu.	Peking.
Colon.	San Francisco.
Hankow.	Shanghai.
Hongkong.	Singapore.
Kobe.	Yokohama.

CAPITAL PAID UP	U.S. Gold $3,250,000
RESERVE FUNDS	4,060,000
	U.S. Gold $7,310,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.

Hongkong, October 22nd, 1914.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

AUTHORISED CAPITAL	f. 60,000,000 =	(£ 5,000,000)
PAID-UP CAPITAL	f. 50,000,000 =	(£ 4,166,000)
RESERVE FUND	f. 8,813,613 =	(£ 734,648)

HEAD OFFICE—AMSTERDAM.

Branches at

The Hague Rotterdam

HEAD AGENCY—BATAVIA.

Branches at

BANJERMASIN,	BANGOOR,
BANDOENG,	SAMARANG,
CHERIBON	SHANGHAI,
DJEMBER,	SINGAPORE,
DJOKJAKARTA,	SOERABAIA,
KOTA RADJA,	SOERAKARTA (Solo)
MAKASSAR,	TANDJONG-BALEI,
MEDAN,	TEBING TINGGI (Deli),
PADANG,	TEGAL,
PALEMBANG,	TELOK BETUNG,
PEKALONGAN,	TJILATJAP.
PENANG,	WELTEVREDEN.
PONTIANAK.	

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED

On Current Accounts 2% per Annum on balances.

Fixed Deposits 12 months 4 % per Annum
Do. 6 months 3½% Do.
Do. 3 months 3 % Do.

B. G. J. WIJNBERG,
Acting Agent.

Hongkong, July 1, 1914.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880

AUTHORISED CAPITAL	Yen 48,000,000.00
PAID-UP CAPITAL	" 30,000,000.00
RESERVE FUND	" 19,250,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	LYONS
BOMBAY	NAGASAKI
CALCUTTA	NEWCHWANG
CHANGCHUN	NEW YORK
DAIREN (DALNY)	OSAKA
FENGTHIN (MUKDEN)	PEKIN
HANKOW	RYOJUN (PORT ARTHUR)
HONOLULU	SAN FRANCISCO
HARBIN	SHANGHAI
KOBE	TIENTSIN
LIAO-YANG	TOKYO
LONDON	TSINGTAU
LOS ANGELES	

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.

Hongkong, Oct. 17, 1914.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr E. S. Abraham	Mr E. M. Joseph
Mr H. G. Allen	Mr R. M. Joseph
Mr & Mrs Athol L. Anderson & maid	Mr and Mrs A. D. Kelgwin
Mr Geo. E. Anders n	Mr Edw. Kapsamo
Mr J. H. Backhouse	Capt. H. E. Bauer
Mr and Mrs S. W. Bacon	Mr W. D. Lee
	Mr G. T. Lloyd
Mr J. D. Batchelder	Mr and Mrs Luja
Mr E. R. Bate	Dr A. Lyall
Mrs E. R. Bellilios	Mrs R. R. Mann and son
Mr C. D. J. Bolt	
Mr G. A. Bona	Mr H. J. Manning
Mr C. E. Benjamin	Dr & Mrs O. Maynard
Mr & Mrs Beswick	Mr J. Meredith
Mr H. Bothell	Mr G. S. Middleton
Mr and Mrs A. R. Bishop	Mrs James Miller
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Mr W. M. Black	Mr A. S. Munch
Mr C. B. Brooke	Mrs W. R. Neighbour
Mr C. H. Brooke	Capt. D. Naylor
Mr J. J. Brown	Mr J. S. Sandison
Mr A. B. Carey	Mr S. Okabe
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	Mr Lee Jones
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Major Bowen	Mr Linton
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Mr H. A. Catwright	child
Mr A. Cousland	Mr and Mrs Reuss
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	Eng. Comdr. Rooms,
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Mrs W. G. Hennings, nurse and children	Mr A. Sinclair
	Miss Skinner
Mr & Mrs Benner Hogg	Mrs Grant Smith
	Mr & Mrs A. Sindles
Mrs Horbrender	Smith
Major Humphrey, R.E.S.	Mrs Turner
	Mrs Walcott
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	Mr Young
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	Mr H. Murphy
Miss Crees	Mr R. Ogawa
Mr H. R. Crichton	Mr H. J. Ossenbull
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Mr J. Joseph	
Mr and Mrs Kraft	

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Mr and Mrs J. W. Bolles	Mr W. Logan
	Mr J. H. van Gennep
Mr M. J. Breen	Libbs
Mr A. E. Carleton	Mr & Mrs Martin
Mr W. A. J. Cooper	Mr F. C. Nixon
Mr and Mrs R. K. Douglas	Mr R. J. Rawlinson
	Mr L. C. Parker Rhodes
Mr B. E. Fielder	Mr & Mrs F. Holmes
Miss D. Filkins	son
Mr & Mrs A. Forbes	Mrs G. Scobie
Mr M. J. Gordon	Mr A. L. Shields
Mr A. Hardman	Mr and Mrs E. T.
Capt. & Mrs Whitemore Hay	Singer
	Mr & Mrs F. Sutro
Mr Hoogeweff	Miss Sutton
Mr F. C. Mason	Mr Hurley
Mr H. P. Thomas	
Dr & Mrs Evan-Jones	Mr C. H. Watkins
Mr and Mrs Kent	Mr H. W. Weijler
Master Kent	Mr J. W. Wilson

GRAND HOTEL.

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Mr C. W. Brown	Mr C. W. Reynolds
Mr and Mrs A. B. Crow	Mr R. Sanderson
	Mr I. S. Smith
Mr A. Dunloh	Mr O. Wiesman
Mr A. W. Gibbs	Mr S. H. Wright

KOWLOON-CANTON RAILWAY.

Time Table From 1st. October 1914.

OUT

Kowloon	6.50	*7.42	†9.40	11.25	2.00	3.00	5.15	7.30
Hung Hom	6.54	—	9.44	11.29	2.04	—	—	—
Yau Ma Ti	6.59	—	9.50	11.36	2.09	—	5.22	7.37
Sha Tin	7.10	—	10.02	11.48	2.20	—	5.33	—
Tai Po	7.23	—	10.22	12.02	2.33	—	5.47	8.01
Tai Po Market	7.27	—	10.27	12.08	2.37	—	5.50	—
Fan Ling	7.36	—	10.37	12.19	2.46	—	5.58	8.14
Sheung Shui	7.39	—	10.40	12.22	2.50	—	6.01	8.18
Shum Chun	7.44	8.30	10.45	12.40	2.54	3.45	6.06	8.24
Canton	—	11.20	—	6.05	—	6.33	—	—

*Will stop at Sheung Shui on notice being given to the guard at Kowloon.

Golfers Train. Sundays and Public Holidays.
Kowloon 8.45 a.m. Tai Po 9.15 Sheung Shui 9.27.

Sha Tau Kok Branch.

OUT

Fan Ling Dep.	6.05	8.20	12.20	3.20
Sha Tau Kok Arr.	7.00	9.15	1.25	4.15

† On Sundays and Public Holidays only, this train will leave Kowloon at 9.35, arr. Tai Po 10.00, Sheung Shui 10.14, and Shum Chun 10.21.

IN

Canton	—	7.15	—	8.50	—	3.25	—	—
Shum Chun	8.05	10.00	11.35	2.55	4.30	6.15	6.22	8.45
Sheung Shui	8.12	—	11.41	3.01	4.36	—	6.29	—
Fan Ling	8.16	—	11.44	3.05	4.40	—	6.32	8.53
Tai Po Market	8.26	—	11.55	3.16	4.51	—	6.40	—
Tai Po	8.32	—	12.01	3.22	4.57	—	6.43	9.07
Sha Tin	8.44	—	12.14	3.33	5.10	—	—	—
Yau Ma Ti	8.56	—	12.27	3.49	5.23	—	—	9.20
Hung Hom	9.02	—	12.31	3.53	5.27	—	—	—
Kowloon	9.05	10.45	12.34	3.56	5.30	6.55	7.08	9.36

Sha Tau Kok Branch.

IN

Sha Tau Kok Dep.	7.10	9.25	1.45	5.15
Fan Ling Arr.	8.10	10.23	2.45	6.15

STEAMERS EXPECTED.

Mails.

The M. M. Co.'s s.s. *Ville de la Ciotat* with the French Mail is due to arrive here on Friday, the 29th January.

Other Vessels.

The E. & A. s.s. *Adenham* from Sydney, &c., left Manila for this port on the 20th January, and may be expected to arrive here on Thursday morning, the 28th January.

The s.s. *Ondo* sailed from Calcutta on the 8th January, and may be expected here on or about the 29th January.

EXCHANGE.

Hongkong, January 27, 1915.

On London—	
Bank Wire	1/- 9⅛
" On demand, ...	...1/- 9 3/16
" 30 days' sight... ...	...1/- 9⅛
" 4 month' sight ...	...1/- 9⅜
Credits, 4 months' sight,	...1/- 9⅜
Documentary, 4 months' sight	1/- 16
On Paris—	
On demand, ...	...221½
Credits, 4 months' sight,	...232
On Berlin—	
On demand, ...	...——
On New York—	
On demand, ...	...43½
Credits, 60 days' sight, ...	...——
On Bombay—	
Wire, ...	...——
On demand, ...	...133½
On Calcutta—	
Wire, ...	...——
On demand...	...133½
On Singapore—	
On demand, ...	...75½
On Manila—	
On demand, ...	...87½
On Shanghai—	
On demand, ...	...72½
30 days sight (private paper)...	——
On Yokohama—	
On demand, ...	...87½
Gold T.T., 166 fine (per tael)	...$57.70
Sovereigns (Bank's Buying rate)	$11.10
Silver (per oz.)	...22½
Bar Silver in Hongkong...	4 % prem.
Chinese Copper Cash ...	... par.
Chinese Copper Cents ...	... 9 ~ dis.
Rate of Native Interest ...	... 6 % p.a.
Chinese Sub. Coin	...18½ % dis.
Hongkong Sub. Coin ...	...16½ % dis.

POST OFFICE NOTICES.

A registered packet said to contain photographs posted by the Victoria Studio, Cauldwell St., Bedford, lying in this office, the address being illegible except for the words Mount Kellett, Hongkong.

The Public are informed that Gold and Silver in Coin or Bullion and Paper Money cannot be accepted for transmission through the Post without a permit issued by the Superintendent of Imports and Exports.

The s.s. *Nubia* with the Mail from London (via Siberia) of Thursday, the 24th Dec., is due to arrive here on Thursday, the 28th inst.

Mails will close for :—

STRAITS, CEYLON, MARSEILLES & UNITED KINGDOM.
Per *Kalon Maru*, at 9 a.m., on Thursday, the 28th Jan.

SWATOW.
Per *Prometheus*, at 9 a.m., on Thursday, the 28th Jan.

SAIGON.
Per *Mizumi Maru*, at 1 p.m., on Thursday, the 28th Jan.

JAPAN Via MOJI, VICTORIA, TACOMA & UNITED KINGDOM via CANADA.
Per *Tacoma Maru*, Registration 1 p.m. Letters at 2 p.m., on Thursday, the 28th Jan.

SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Luchow*, at 3 p.m., on Thursday, the 28th Jan.
[Tientsin-Pukow, Service Shanghai Brit. P.O., Monday, 1st Feb.]

HOIHOW & HAIPHONG.
Per *Lokzing*, at 4 p.m., on Thursday, the 28th Jan.

STRAITS, BATAVIA, CHERIBON, SAMARANG & SOURABAYA.
Per *Banri Maru*, at 10 a.m., on Friday, the 29th Jan.

SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at 1 p.m., on Friday, the 29th Jan.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
(Europe via Siberia).
Per *Ville de la Ciotat*, on Friday, the 29th Jan.
Registration at 3.30 p.m.
Letters 4 p.m.
[Tientsin-Pukow Service Shanghai British P.O., Monday, 1st Feb.]

HAIPHONG.
Per *Hoihow*, at 9 a.m., on Saturday, the 30th Jan.

HOIHOW, PAKHOI & HAIPHONG.
Per *Kusfong*, at 10 a.m., on Saturday, the 30th Jan.

SHANGHAI & NORTH CHINA.
Per *Chenlin*, Registration 3.30 p.m. Letters 4 p.m., on Saturday, the 30th Jan.
[Tientsin-Pukow Service Shanghai British P. O. Thursday, 4th Feb.]

SWATOW, AMOY & FORMOSA Via TAMSUI.
Per *Tango Maru*, at 9 a.m., on Sunday, the 31st Jan.

SWATOW.
Per *Hiannan*, at 9 a.m., on Sunday, the 31st Jan.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE.
Per *Tabinshwehti*, on Friday, the 29th Jan.
Printed Matter and Samples at 10 a.m.
Registration 10.15 a.m.
Registration, with late fee of 10 cents up to 10.30 a.m.
Registration Kowloon P.O., 9.30 a.m.
Letters 11.00 a.m.
Late Letters 10.00 a.m. to 11 a.m.
Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
The Parcel Mail will be closed on Thursday, the 28th Jan., at 5 p.m.

To-day's Advertisements

NORDDEUTSCHER LLOYD STEAMSHIP COMPANY.

HONGKONG AGENCY.

THE CREDITORS of the above Company whose CLAIMS have not been dealt with by the LIQUIDATORS, are required to send in the Particulars thereof to the LIQUIDATORS before the 25th day of February, 1915.

The LIQUIDATORS disclaim all responsibility for Claims not notified to them before the above mentioned date.

LOWE, BINGHAM & MATTHEWS.
Liquidators.
Hongkong, Jan. 25, 1915. 78

NOTICE.

MESSRS. WM. YOUNGER & CO. LTD., EDINBURGH,
Ales and Stout
THE CRAIGELLACHIE-GLENLIVET DISTILLERY CO. LTD., GLASGOW,
Whisky
MESSRS. A. & B. MACKAY, LTD., GLASGOW,
Whisky.

WE HAVE TAKEN OVER the AGENCIES of the above COMPANIES in HONGKONG and shall be glad to submit prices and particulars on application.

BRADLEY & CO. LTD.,
4, Queen's Building.
Hongkong, Jan. 27, 1915. 79

HONGKONG STOCK EXCHANGE.

NOTICE.

THE COMMITTEE has decided that the following shall be the SETTLEMENT days for the year 1915 :—

THURSDAY .....January 28th.
FRIDAY .....February 26th.
FRIDAY .....March 26th.
WEDNESDAY .....April 28th.
FRIDAY .....May 28th.
FRIDAY .....June 25th.
WEDNESDAY .....July 28th.
FRIDAY .....August 27th.
TUESDAY .....September 28th.
WEDNESDAY .....October 27th.
FRIDAY .....November 26th.
WEDNESDAY .....December 22nd.

By Order of the Committee,
EDWARD RAYMOND.
Secretary.
Hongkong, Jan. 27, 1915. 80

YEW LEE & Co.

[Ah Cheong and L. Hansen.

STEVEDORES, SHIP-CHANDLERS, COMPRADORES and COAL MERCHANTS.

15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, Oct. 29, 1914 1145

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, HIPHO LOONG STREET, (2nd street, west of Central Market) Telephone No. 515.
Hongkong, September 4, 1915.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents,

HONGKONG, CANTON, SHANGHAI AND HANKOW.

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER

CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

TO LET

TO LET.

TWO LARGE UNFURNISHED ROOMS, with Verandah, on the Upper Level. Light and airy. Good view of the Harbour.

Apply X.Y.Z.
c/o 'CHINA MAIL' Office.
Hongkong, Jan. 6, 1915. 6

QUEEN'S BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the GERMAN BANK.

GODOWN, No. 9 Ice House Street.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, Nov. 14, 1914.

TO LET.

HOUSES in CLIFTON GARDENS Conduit Road.
1 HILLSIDE, 110, The Peak.
GODOWN'S New Praya, Kennedy Town.
GODOWN'S at Wanchai.

Apply,
HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, Nov. 6, 1914. 940

TO LET.

168 The Peak. THE KENNELS.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, Oct. 8, 1914. 1074

TO LET.

TORCREST, No. 7 the Peak, furnished bungalow for one or two years from 1st April. Moderate rent.

Apply
P. M. HODGSON,
Courts of Justice.
Hongkong, January 20, 1915. 51

TO LET.

LUGINSLAND WEST, Peak Road, recently renovated, furnished, moderate rent.

Apply to
THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY LD.
Hongkong, Nov. 13, 1914. 1192

TO LET.

FOR TWO GENTLEMEN, or married couple,—Two well furnished Rooms ;—Electric Light. Tennis and Board if desired. Upper Level.

Apply "BREEZY",
C/o 'CHINA MAIL' Office.
Hongkong, Dec. 21, 1914. 1317

TO LET.

FLATS, "WILD DELL," 147, Wanchai Road.
Houses, Gap Road, Morrison Hill.

Apply to—
SANG KEE,
Care of Compradore Department,
HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, Jan. 21, 1915. 54

TO LET.

SMALL BUNGALOW, Barker Road, Peak, suitable for one or two Bachelors.

Apply 'BUNGALOW'.
c/o 'CHINA MAIL' Office.
Hongkong, Nov. 5, 1914. 1150

TO LET.

NO. 3, "LYEEMOON VILLAS" Kowloon.

Apply to :—
SPANISH DOMINICAN PROCURATION.
Hongkong, Jan. 13, 1915. 20

TO LET.

FLATS in HUMPHREYS BUILDINGS and Nathan Road, Kowloon.

SIX ROOMED HOUSE in Minden Row, Kowloon.

FOUR ROOMED HOUSES at Kowloon.

Apply to
HUMPHREY'S ESTATE & FINANCE Co., LTD.
Hongkong, Nov. 12, 1914.

TO LET.

NO. 59, The Peak (5 Cameron Villas).
No. 62, The Peak. (No. 2 Cameron Villas). Furnished.
'BEACONSFIELD', Battery Path.
No. 19 BELILIOS TERRACE.
'KIRKENDOA' furnished, No. 122 Plantation Road, Peak.
Small Bungalow adjoining "GLENSHILE" Barker Road, Peak.
'ROGATE' Austin Road, Kowloon. From 1st February, 1915.
ROOMS suitable for Offices on the First Floor of No. 3, Duddell Street.
No. 7, "MOUNTAIN VIEW," Peak.
No. 2 DES VŒUX VILLAS, 51 Peak (unfurnished).
No. 25 SHELLEY STREET.
'EILANDONAN' No. 54 Mount Kellett Road 5, rooms unfurnished from 1st March.
No. 1 Nathan Road Kowloon (No. 1 Fairview) from 1st February.

Apply to
LINSTEAD & DAVIS.
Hongkong, Jan. 21, 1915. 1027

TO LET.

TO LET.

A HOUSE in Knutsford Terrace.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, Dec. 3, 1914. 126

TO LET.

TO LET.—2 Spacious Godowns Nos. 168 and 168A. Praya East.

Apply—
GANDE, PRICE & Co., LTD.
Hongkong, Jan. 21, 1915. 53

HOTELS

KINGSCLERE HOTEL,

HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.

Cable Address. "Sachsela."
A.B.C. Code 5th Ed.
Hongkong, September 1, 1908. 1202

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAMS Pass Entrance. Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373.
TELEGRAPHIC ADDRESS.
'VICTORIA.' FRANK L. COOKE,
Manager.

SHIPPING

ARRIVALS.

January 26.

Hoihow, British str., 895, W. Freer, Haiphong and Hoihow Jan. 25, Rice.—BUTTERFIELD & SWIRE.

January 27.

Haiching, British steamer, 1,267, W. C. Pasamore, Foochow Jan. 24, Amoy 25, and Swatow 26, General.—DOUGLAS STEAMSHIP Co., LD.

Prometheus, Norwegian str., 1,024, U. Jensen, Bangkok January 18, Rice.—AAGAARD, THORESEN & Co.

Varg, Norwegian str., 873, J. Jobsen, Hoihow Jan. 26, General.—CHINESE.

Menelaus, British steamer, 3,060, Wm. Simpson, Liverpool and Singapore Jan. 20, General.—BUTTERFIELD & SWIRE.

Daigi Maru, Japanese steamer, 1,508, S Tokushige, Tamsui, via Amoy and Swatow Jan. 26, General.—O. S. K.

Chinsang, British str., 1,424, Holmwood, Shanghai and Swatow Jan. 26, General.—JARDINE, MATHESON & Co., LD.

Loongsang, British str., 1,093, W. G. G. Leask, Manila January 23, General.—JARDINE, MATHESON & Co., LD.

Oriental, British steamer, 5,284, A. L. Valentini, Bombay Jan. 12, and Singapore 22, Mails and General.—P. & O. S. N. Co.

PASSENGERS.

ARRIVED.

Per *Haiching*, from Coast Ports, Rev. Rigg; Mr L. Gameau.

Per *Prometheus*, from Bangkok, Miss Lamberton.

Per *Oriental*, for Hongkong : from London, Mrs A. T. Birkett, Miss N. W. Bascombe, Mr Hosie, Miss G. E. Callaghan, Mr and Mrs H. A. Nesbit and child, Mr J. J. K. Cowan, 2nd Lt. D. R. Wahl ; from Bombay, Mr B. K. Metha, Mr F. Hoosenally, Mr G. Abdoolcarim ; from Port Said, Major and Mrs H. Cloman ; from Freemantle, Miss F. A. Hopewell; from Penang, Mr K. J. MacDonald ; from Singapore, Mr L. M. Young, Mr W. R Jewell, Mr M. Petersen, Mr L. Beckingsale, Mr W. D. Beckingsale, Mr C. H. Swinton, Mr G. A. Reid, Mr H. M. Grunberg.

DEPARTED.

Per *Tenyo Maru*, for San Francisco, &c., Mrs K. G. Sweet, Dr and Mrs W. C. Billings, Mrs Watson, Miss C. Cornell, Miss E. Taylor, Mrs E. Lloyd, Mr Herman Briggs, Mrs I. L. Borden, Mr C. C. Kingcome, Mr and Mrs H. K. Kistler, Mrs Craddock, Miss Craddock, Mrs Hough, Mr and Mrs F. W. McIntyre, Mr A. Lochotski, Rev. and Mrs H. E. Work, Mr L. O. Ross, Mr E. Thomas, Mr A. E. Lacey, Mr A. H. Woods, Mr Capels, Mr I. Nagaki, Mr S. Okabe, Mr and Mrs J. M. Cook, Mrs M. Sheridan, Miss C. Sheridan, Mr A. Mori, Mrs K. M. Hudson, Mr J. L. Bennett, Mr J. J. Murphy, Mr W. W. Larson and Mr A. Golding.

SHIPPING REPORTS.

The British steamer *Hoihow* from Hoihow reports : Boisterous N'ly and E'ly weather throughout passage.

The British steamer *Haiching* from Foochow reports : On 24th, moderate N.E. wind, fine and clear weather ; on 25th, similar weather with moderate sea ; on 26th, light variable winds and rain ; later part, light N.E. wind, overcast and hazy S.E'ly swell.

The British steamer *Menelaus* reports ; Fine weather throughout, strong N.E. monsoon Singapore to Hongkong.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, December 17.

FOOTBALL AND THE WAR.

The Scottish Football Association continues its policy of playing out time. The delegates who attended the International Conference in London submitted a report in favour of the abandonment of Internationals and Cup Ties. Consideration of this report was delayed till next Tuesday ; so was the draw for the first and second rounds of the Scottish Cup. This is rather more hopeful than if the Association had made the draw before considering a report against the continuance of Cup Ties, which however, would hardly have been more absurd than the argument now widely used by club directors and managers, that professional football should be continued because a great many men who used to watch football have enlisted.

MISCELLANEA.

The annual report of the Ladies' Highland Association incidentally gives a striking glimpse of the present state of the Western Islands. It states that there has been an absolute stripping away of the whole energetic manhood, that all are in the service of the country. At Barnara of Lewis, should a doctor be required, it was doubtful if there were enough able-bodied men on the island to man a boat, and the population of the island before the war was over 580.

Perhaps the most original gift to the men at the front consists of 80,000 buttonhooks, which are being distributed among the Highland regiments and the London Scottish by a Colonial gentleman.

Howard Greene Barrie, M.R.C.S. Eng., L.R.C.P., London, Kuling, China, and John Kirk, M.B., Ch. B. University of Edinburgh, Canton, South China, having passed the requisite examinations were admitted Fellows of the Royal College of Surgeons, Edinburgh.

The marriage took place at the Hotel Balmoral, Glasgow, of Gilbert M'Garva, Pekin, to Agnes Purdie, eldest daughter of the late Thomas Hill, consulting engineer, and of Mrs. Hill, 381 Albert Crescent, Langside, formerly of Inzievar, Newlands.

Colonel Archibald G. B. Urmston, late Royal Marine Light Infantry, who has been appointed to the command of the 1st Edinburgh Battalion of the Royal Scots, is well known in the Far East. He served under Sir John Jellicoe on the China station, where he was on board H.M.S. Powerful, and he saw a good deal of the fighting in the Philippine Inslands between the forces of the United States and Spain, and later between those of the United States and General Aguinaldo, being taken prisoner by Aguinaldo but released after a short detention. He also served in the South African War, and since his retirement held the Military Lectureship in S. Andrews University.

After a long run of penny transactions for flags on Tobacco Day for soldiers at the Front, a little girl collecting in the Possilpark district of Glasgow was pleasantly surprised when a member of the black squad came along and, after being duly decorated, slowly counted threepence-ha'penny into her box. "Mind," he explained, "you tell the committee that that's for an ounce o' thick black,—nae cigarettes, mind !"

WHO'S WHO IN THE CASUALTIES.

Among those reported killed and died of wounds are Captain J. P. S. Gordon, Scottish Rifles, youngest son of the late General Sir John J. K. Gordon, and grandson, of the late Lord Gordon. Captain Thomas Todrick, W. S., Edinburgh, commanding the Dalkeith Company of the 8th Royal Scots, elder son of the Hon. Sheriff-Substitute Todrick, Haddington.

The wounded include Captain B. Brooke (in British East Africa), third son of Captain Brooke of Fairley, Aberdeenshire, who has already lost his eldest son and his son-in-law, while his second son was severely wounded a fortnight ago in Flanders. Captain F. H. Lindsay, London Scottish, an examiner in the Scottish Education Department, son of W. A. Lindsay, K. C., a nephew of the Earl of Aberdeen, and also of Lords Polwarth and Balfour of Burleigh ; his brother, Captain Michael Lindsay, Seaforths, was killed in the South African War. Captain Duncan F. Campbell, D. S. O., M.P. for North Ayrshire, who was seriously wounded by shrapnel while leading a charge at Ypres, is much improved ; it was feared that his left arm would require to be amputated, but this happily will not be necessary. Mr. A. G. R. Mackenzie, F.R.I.A.B., London Scottish, son of Mr. A. Marshall Mackenzie, LL.D., A.R.S.A., Aberdeen. Lieutenant A. K. Mackenzie, Grenadier Guards, brother and heir presumptive of Sir Victor A. F. Mackenzie, Bart., M.V.O., Glenmuick, Aberdeenshire, and married to the only daughter of Viscount Knollys. Captain A. E Parker, the Black Watch, a nephew of the late Right Hon. C. S. Parker, for 20 years M. P. for the County, and later the City of Perth. Lieutenant G. N. Alison, Seaforths, second son of Sir Archibald Alison, and grandson of General Alison, of Crimean and Indian Mutiny renown ; he acted as A.D.C. to Sir F. H. May, the Governor and Commanding in-Chief, Hongkong. Lieutenant G. B. Smith, 3rd Gordons, son of Principal George Adam Smith, Aberdeen.

Midshipman William Ellice, one of the victims of the Bulwark disaster, was a son of Captain Ellice of Invergarry, 4th Grenadier Guards ; another son is in the Cameron Highlanders.

The Earl of Leven and Melville, Scots Greys, has escaped from the enemy's territory. He was wounded on August 22, was left behind, and was taken to a German hospital with a bullet wound in his thigh. On Wednesday last, disguised as a Belgian, he travelled across Belgium, managed to get through the German lines, and crossed the frontier without a passport. His Lordship is very lame, but he hopes soon to be in the fighting line again.

Among the prisoners are Captain Ian Henderson, London Scottish, only son of Mr. J. Macdonald Henderson, M. P. for West Aberdeenshire. Mr. R. Stuart-Menzies, Scots Guards, only son of Mr. W. G. Stouart-Menzies of Culdares, Perthshire.

OBITUARY.

John Webster Duffus, M.B., C.M., of Canisbay, eldest son of the late Rev. William Duffus, of Swatow, China.

Lady Ruthven, wife of 8th Baron Ruthven, eldest daughter of the fourth Earl of Arran. Three of her sons are in the Army,—all of them served in South Africa, one receiving the Victoria Cross and the other two the D.S.O.

At 54 Falcon Avenue, Edinburgh, Mary Forbes, widow of William Gordon, Shanghai.

WILLS AND ESTATES.

Probate has been confirmed of the will of the late Duke of Argyll. The total value of the real and personal estate in his own disposition amounts to £619,235, and of this the personal estate amounts to £270,634 ; he was also life-tenant of settled property of very considerable value. Included in the inventory are household effects valued at £19,777, and policies on his own life, exclusive of bonuses, amounting to £20,000. The rent-roll detailed in the inventory is of the annual value of £22,500. It is understood that prior to his death he made over to his successor in the dukedom the whole of his estate in Mull and Lismore and the islands of Tiree and Iona, and the estate of Scamadale. He left to the Princess Louise the income of all his personal estate for life and of all the real estate of which he had powers of disposal. No heir professing the Roman Catholic faith is to be entitled to benefit by the reduction of debt on the entailed estates.

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer ...	30.03	30.02	29.99
Temperature	62	62	63
Humidity ...	85	90	79
Direction of Wind ...	E.	E	E
Force ...	3	4	2
Weather ...	c	c	c
Rain ...	—	—	—

Highest open air temperature on the 26th—65
Lowest open air temperature on the 26th—60

T. F. CLARKE, *Director.*
Hongkong Observatory, Jan. 27, 1915.

WEATHER REPORT.

On the 27th at 11.00—Pressure has increased slightly at Tokio, and decreased at all other stations, especially at Weihaiwei. The anticyclone has weakened, but remains practically stationary. Depressions are situated to the N.W. of Shantung and over Indo-China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon on the 28th.

1.—Hongkong and Neighbourhood : E. and S.E winds, moderate; fair to cloudy, some rain.

2.—Formosa Channel: The same as No. 1.

3.—South coast of China between Hongkong and Lamocks : The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

SHARE LIST.—QUOTATIONS.

JANUARY 27, 1915.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.	Return on basis of last dividend.
BANKS.					
Hongkong & Shanghai Bank Corp.	125,000	$125	nil	$795 by'rs L'don.—	800 Sales
MARINE INSURANCES.					
Canton Insurance Office Co., Ld.	10,000	$250	$50	$340 sellers	
North-China Insurance Co., Ld...	10,000	£15	£5	Tls. 160 buyers	
Union Insurance Society, Ld. ...	12,400	$250	$100	$790 sellers	
Yangtze Insurance Assoc., Ld.	13,000	$100	$60	$200 buyers	
FIRE INSURANCES.					
China Fire Insurance Co., Ld....	20,005	$100	$20	$150	
Hongkong Fire Insur. Co., Ld.	9,000	$250	$50	$390 buyers	
DOCKS, ETC.					
H'kong & W'poa Dock Co., Ld.	50,000	$50	nil	$57½	
New Amoy Dock Co., Ltd.	10,000	£5	nil	—	
Shanghai Dock & Eng. Co., Ld.	35,700	Tls. 100	nil	Tls. 51	
STEAMBOATS, TUGS, ETC.					
China and Manila S.S. Co., Ld.	30,000	$25	nil	£6	
Douglas Steamship Co., Limited	30,000	$50	nil	$30 sellers	
H.K., C. & M. S. P. Co., Ld....	60,000	$15	nil	$19	
Indo-China S. N. Co., Ltd.....	60,000 / 60,000	$25	nil	$36 sellers	
Star Ferry Company, Ld.	40,000	$10	nil	$38 sellers	
Shell Trans. & Trad. Co., Ld.	£,500,000	£1	nil	82/-	
REFINERIES.					
China Sugar Company, Limited	20,000	$100	nil	$87 buyers	
Lusset Sugar Company, Limited	7,500	$100	nil	$13½	
WHARVES.					
H.K. & K. Wharf & Godown Co.	60,000	$50	nil	$70	
Shanghai & Hongkew Wharf Co.	60,000	Tls. 100	nil	Tls. 91	
LANDS AND BUILDINGS.					
Hongkong Land Investment & Agency Company, Limited...	50,000	$100	nil	$114 sellers	
Hongkong Central Estate Ld. ...	10,000	$100	nil	$99 buyers	
Hongkong Land Reclamation Co. Ld.	25,000	$100	$75	$200	
S'hai Land Investment Co., Ld.	78,000	Tls. 50	nil	Tls. 100	
Kowloon Land & Building Co....	6,000	$50	$25	$44	
Humphreys Estate & Finance Co.	150,000	$10	nil	$7¼	
West Point Building Co., Ld. ...	12,500	$50	nil	$71	
TRAMWAYS.					
The Peak Tramways Co., Ld.	25,000 / 30,000	$10 / $10	nil / $1	$10 buyers / 90 cts. buyers	
MINING.					
Chinese Engin. Mining Co., Ld.	1,500,000	$	nil	32/- sellers	
Tronoh Mines, Limited	160,000	1	nil	27/6	
Heawood Tin & Rub. Estate, Ld.	£32,000	2/-	nil	—	
Raub Aus. Gold Mining Co., Ld.	$20,000	$1	nil	$2.40 buyers	
HOTELS, ETC.					
Hongkong Hotel Company, Ld.	20,000	$50	nil	$124 buyers	
REPOSSESSING.					
A. S. Watson & Co., Limited ...	20,000	$10	nil	$7 sales 6.90 sellers	
LIGHTING.					
Hongkong Electric Co., Limited	30,000	$25	nil	$36½	
MISCELLANEOUS.					
Green Island Cement Co., Ld. ...	400,000	$10	nil	$5½ sales 6 sellers	
Union Waterboat Co., Limited ...	50,000	$10	nil	$18	
Hongkong Dairy Farm Co.	20,000	$75	$6	$35 sellers	
Hongkong Ice Company, Limited	[illegible],000	$25	nil	$190	
H.K. Rope Manufactory Co., Ld.	60,000	$10	nil	$25 buyers	
H.K. & S. C. S. Fisheries Co., Ld.	15,000	$5	nil	$2	
H'kong Cotton Spinning Co., Ld. (in Liquidation.)	125,000	$15	nil	$6 buyers	
Ewo Cotton Spinning and Weaving Co., Limited	30,000	Tls. 50	nil	Tls. 130 buyers	
Maatschappij tot Mijn, Bosch- en Landbouwexploitatie, in Lagoer	255,200	G. 15	nil	Tls. 43 sales & buyers	
China Provident Loan Mortgage Co., Limited	300,000	$10	nil	$8 sales	
China Borneo Company, Limited	60,000	$10	nil	$11	
Wm. Powell, Limited	15,000	$7	nil	$6½ sellers	
South China Morning Post	6,000	$25	nil	$28	
China Light & Power Company	50,000 / 50,000	$5 / $1	nil / nil	$4 sellers	
Steam Laundry Co., Limited ...	20,000	$5	nil	$4 sellers	
Société des Pêches et Pêcheries du Tonkin	15,200	$50	nil	—	
H'kong Steel Foundry Co., Ld.	15,000	$20	nil	$16	
Hongkong Tramway Co., Ld. ...	325,000	5/-	nil	$5½ sales	

LOAN.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1896	Tls. 767,250	Tls. 250	7 % p annum	Par

VERNON and SMYTH, *Share-Broker.*

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